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VOL. 95, No. 2, DECEMBER 1973

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FEATURES and FICTION

Photographs of the Month **14**
Interesting Railfans No. 132: D. Denlinger **22**
by Freeman Hubbard
Passenger Train Survey **27**
Restoring a 2-8-4, by John B. Corns **30**
Christmas at Craghead, by Gilbert Lathrop **38**
Fort Worth & Denver Roster, by Sy Reich.... **54**
Chicago Great Western, by Sy Reich **60**

DEPARTMENTS

The Mail Car **2**
In Search of Steam **35**
Transit Topics **46**
Information Booth **51**
Trackside in the Diesel Age .. **56**
The Hobby Club **59**
Coming Events **61**
Pen Pals Wanted **61**
Books of the Rails **61**
The Switch List **63**
Proposed Abandonments **64**

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Last summer found this speeder swinging by upgrade on the old Silverton line of the Denver & Rio Grande Western, preceding the first section of the Silverton train out of Durango. The rider seems to be enjoying himself immensely.
Photograph by Virgil C. Staff

THE MAIL CAR

where editors and readers meet

Pere Marquette photo by H.T. Davis; poem by E.E. Knapp

DECEMBER TWENTY-FIFTH

It's Christmas Day on the right-of-way,
The mercury falling fast,
And through the yard it's drifting hard
With snowflakes whirling past.
Hark to the wail of the eastbound Mail
A-whistling for the grade;
She bucks the snow at twenty below;
Her schedule must be made.

Thundering in with a roar and a din,
All covered o'er with white,
She's borne the brunt on her boiler front,
Lashed by the stormy night.
A cold Yuletide, but it's warm inside
Now at the end of the run;
The engine crew, their journey through,
Are home for festive fun.

OUR COVER shows a Genesee & Wyoming train in January, 1969, at Retsof, N.Y., serving what is said to be the world's deepest salt mine. In fact, the salt business is the railroad's reason for existence. William Foster, Jr., financed the discovery of this mine; Retsof is his name spelled in reverse. The G&W is 17 miles long, but has seven Alco-built diesels and over 400 cars. The lead engine shown is No. 42, built in 1942. Dan Fink, 24 Seneca Ave., Genesee, N.Y. 14454, made the photo with a Bronica 2¼" square camera and Kodak film. ●

JUST after our November issue went to press with a cover shot of the Morris County Central and an *Interesting Railfans* piece about its owner, Earl Gil, he decided to move his railroad operation to a better location. The MCC's last run on Morristown & Erie tracks at Whippany, N.J., was set for November 25th. After that, so to speak, the MCC will pack up its old kit bag and trudge over the road to future operation on New York, Susquehanna & Western tracks, with a base station at Newfoundland, N.J., on Green Pond Road, one block off Route 23.

"That is some of New Jersey's most spectacular scenery," enthuses Steven P. Hepler, 120 Ivy St., Newark, N.J. 07106, writing on behalf of the MCC. "A fairy-tale type of forest is located only a few blocks from the Oak Ridge Road crossing. A Playboy Club is nearby at Great Gorge. We have trackage rights from Smoke Rise to Beaver Lake and have already begun work on the old abandoned right-of-way. The future looks good. When the 1974 season opens the first week-end in April, our steam engine, No. 385, will begin puffing along the 'Suzy Q' in our new group-tourist location, with round trips of about 8 or 10 miles." ●

ONE fine autumn day in 1955 we were called for No. 39, the Santa Fe's *Texas Hotshot*. I was the fireman. For an hour we crawled up the eastern slope of Kansas flint hills at 25 miles per hour. Then, over the hump, our pace quickened. At Cassaday the needle was climbing past 45 with the FTs still in run 8. At Aikman our hogger eased his throttle shut, and the big V-16s relaxed at 60 mph. Running free, we roared through wide curves and down a long tangent toward Eldorado. The late afternoon sun directly before us was a ball of fire.

Suddenly we saw a figure on the track with a flag swinging a wide stop signal. Our hogger yanked on the air horns and swung the automatic to full service. The needle hung at 60, then slowly sagged to 58. The flagman was behind us now. The roar of escaping air subsided. The crew was coming up from the curve at the eastern end of Chelsea. The needle wavered at 50.

"To hell with this!" the hogger yelled to me, whipping the air into the big hole. As the explosive exhaust died away we heeled to the curve. Ahead, a large crane stood astride the track grappling a beam for a new overpass. The crane operator was departing quickly. Our speed dropped. Construction men moved toward the fence. As we ground to a stop in the shadow of the crane, the operator returned and the big hook lumbered aside.

"Tell your damned flag to go further out and use torpedoes!" yelled the hogger as we eased past the gang. Then the V-16s turned to their task and we went on to Arkansas City.—James Burke (no address). ●

Plight of the Railroads

LIKE the boy who cried "wolf" too often, the nation's railroads are on the brink of economic disaster, but no one believes them. The public feels the railroads are complaining all the way to the bank. To a large extent this attitude

has been brought on by the railroads themselves. They have been complaining about their finances, labor problems, discriminatory taxation, government-subsidized competition, over-regulation, and so on, yet they continue to operate.

Moreover, the railroads had their best year in history in 1972, moving a record 780 billion ton-miles of freight. Their total operating revenues exceeded $13 billion. And business this year is even better. But this is not the whole picture. In the midst of booming traffic, Penn Central and five other carriers in the Northeast are bankrupt. Others such as the Rock Island are on the verge of financial collapse and are living on a day-to-day, hand-to-mouth basis.

To be sure, bankruptcies were commonplace in the 1930s, but most roads survived the Depression. Now they are going bankrupt in a business boom. The question is, why? Part of the blame belongs to railroad management, who have clung to archaic accounting practices in order to present their stockholders and the investment community with a rosy picture of their operations. Some have deferred maintenance of their track and facilities to the point where billions of dollars are needed each year to restore them to peak efficiency.

Most of the blame, however, must be placed at the doorstep of Congress. The basic problem is that the railroads are being regulated in the 1970s under a law written in the 1880s when the railroads were a monopoly. Congress has been oblivious to the fact that the railroads have competition—trucks, barge lines, pipelines, and air freight carriers. Today the railroads carry only about 40 percent of intercity freight. . . .

It would be easy to blame the Interstate Commerce Commission, but that agency simply administers the laws written by Congress.—*The Chicago Tribune.*

Instead of oozing self-confidence in their most prosperous year, 1973, our railroads for the most part are suffering from financial malnutrition. This illness, reports *Business Week*, is rooted in problems that have been building up for years. The magazine continues:

The railroads cannot earn enough money to renew their facilities, partly because their rate structures are outmoded, partly because their physical assets have deteriorated, and partly because their accounting is as obsolete as their roadbeds.

They have the worst credibility in industry. Neither labor unions nor regulators nor the public believe their arguments. Railroads have been threatening collapse for so long, whining but alive.

They have lost their clout in Washington so that they cannot get the Federal help they desperately need. Rather, they are likely to get a cure prescribed by labor leaders, bureaucrats, and congressmen.

The full depth of the industry's collapse was demonstrated this year when the railroads tried to carry two years' grain crops in one year. The result was bottlenecks on the lines and car shortages. At the worst of the crisis, 10,000 cars were waiting to be unloaded near ports, and the unfilled requests for empties were running as high as 42,500 a day!

Even more significant than what happened in one season's grain movement—or non-movement—is the problem of profitability.

"I used to think there was nothing the matter with this industry that 10 percent more volume couldn't cure," says Stephen G. Ailes, president of the Association of American Railroads. "But now I'm not so sure. Last year was the biggest in our history. The railroads handled record ton-miles of freight without much dislocation —and by dislocation, I mean car shortages. This year we are handling about 10 percent more ton-miles with a good deal of dislocation and no prosperity." ●

Railroad Newscast

NEW YORK STATE Racing and Wagering Board, with Governor Nelson A. Rockefeller's approval, has proposed that a $275 million sports park be built over Sunnyside Yards of the Long Island Rail Road. But taxpayers won't have to pay such a bill unless the Legislature okays it, which now seems unlikely.

Operational personnel from many countries will attend advanced courses

Oldtime telegraph operator signs in, relieving a man who has just covered the night trick. Drawn by the late Harry C. Temple, Nickel Plate brass pounder.

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in railroad braking techniques offered this December by Westinghouse Air Brake Division at Pittsburgh, Pa. Among the "students" will be representatives of the U.S. Department of Transportation, the ICC, the Association of American Railroads, and the Canadian Transport Commission. Last year, WABCO issued certificates of attainment to over 600 railroaders from all five continents who had taken a similar course.

With the delivery next year of 731 new boxcars and flatcars, just ordered, the Louisville & Nashville will have a fleet of nearly 65,000 freight cars.

Georgia's Henry County has been selected as the location of a new million-dollar center to be built by Southern Railway System for training employees. It is expected to be completed and in operation late next year, with an enrollment of 50 to 60 students at all times, and even more as facilities are expanded. There will be classrooms, laboratories, and shop facilities, all incorporating the latest equipment. The center also will feature Southern's version of a locomotive simulator for training future engineers under conditions simulating those they will encounter in actual operations. Outside will be a full-scale operating railroad, having nine miles of track, on which trainees may sharpen their skills under expert supervision.

The solution of crew-manning disputes that have harried our railroad industry for decades is indicated in the recent agreement between the United Transportation Union and the Chicago & North Western. In return for a pay hike, UTU no longer demands that all trains carry a conductor and two brakemen. One of the latter may be dropped under the new pact. Applied industry-wide, the one-man reduction could eventually cut costs by $500 million a year. It would be a saving that the financially troubled railroads need.

Planting 600 trees is part of Norfolk & Western's project for landscaping around its automobile-handling facility at Walkertown, N.C. Earlier this year the road planted several thousand trees in Norfolk, Va., and Sandusky, Ohio. It all fits into their ecology program.

Bonds authorized by the Oklahoma Railroad Maintenance Authority to buy the M-K-T and save it from salvage crews never got off the ground. The reason, lack of investors. Julius Cox, chairman of the agency, says local citizens are trying to raise enough private money at least to lease the line along the 334 miles of abandoned track, between Altus and Keyes in western Oklahoma, signs have been posted saying: "Private property: Buildings, bridges, ties, right-of-way. Brewer & McMichael Inc. Box 388, Holdenville, Okla."

Penn Central's plan to begin self-liquidation in the absence of Federal aid was flatly rejected by the ICC. In an 111-page report dated October first the Commission said the plan did not conform to Federal bankruptcy laws and was not in the public interest.

Union Pacific is adding over six miles of new track to its westbound mainline through Nebraska, eastern Colorado, and Wyoming at a cost of nearly $1 million. This will provide for a new sidetrack, lengthen others.

What could—and often does—happen to kids who play on railroad property is the subject of a new Santa Fe film, "It's Your Tomorrow." The 16mm color-sound film stars Tom Hawkins, former Los Angeles Laker basketball star. It recognizes that freight trains attract kids but points out the hazards of hopping aboard moving cars, using the right-of-way for a motor-bike track, or throwing rocks at trains. Prints of the 15-minute film may be had on a free-loan basis for showing in Santa Fe territory. Write to Film Library, Santa Fe Railway, 80 E. Jackson Blvd., Chicago, Ill. 60604.

No train in the U.S. may exceed 110 miles per hour without special permission of the Federal Railroad Administration. The new ruling, published in the *Federal Register*, reads: "Maximum operating speed may not exceed 110 mph without prior approval of the Federal Railroad Administrator. Petitions for approval . . . must provide sufficient information concerning the performance characteristics of the track, signaling, grade crossing protection, trespasser control where appropriate, and equipment involved and also concerning maintenance and inspection practices and procedures to be followed, to establish that the proposed speed can be sustained in safety." ●

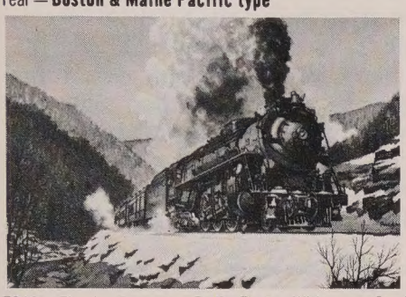
SOMEONE has told Robert Gensburg, head of the Vermont Transportation Authority, that the St. Johnsbury & Lamoille County Railroad is "probably in worse shape than any other operating railroad on earth." Gensburg says he got this opinion from a reliable survey team which has worked on railroads around the world. According to Gensburg, SJ&LC trains now average about three miles an hour but can get up to five in some good

T852 Frosted Steam—Merry Christmas and a Happy New Year—**Trio of Rio Grande K-36 three-footers on Cumbres Pass, Colorado**

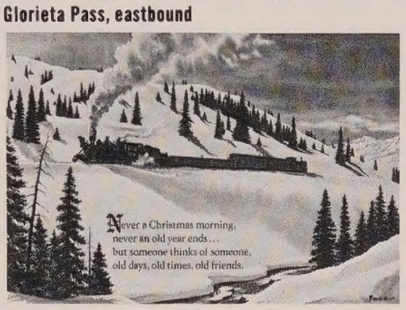
T807 Pride of the Northwest—Merry Christmas and Happy New Year—**Mountain type, Great Northern locomotive in western Montana.**

T610 Holiday Local to the North Country—Peace and Good Will at Christmas and through all the New Year—**Boston & Maine Pacific type**

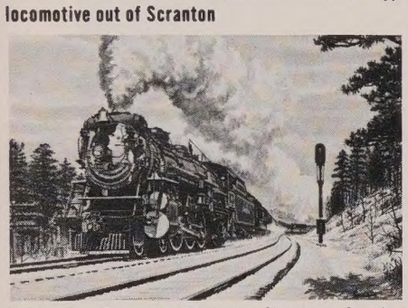
T611 Here Comes the Chief!—Christmas Greetings and Best Wishes for all the Year—**Santa Fe Chief on Glorieta Pass, eastbound**



T612 The Lackawanna Rolls East—With every Good Wish for Christmas and the New Year—**Hudson type locomotive out of Scranton**

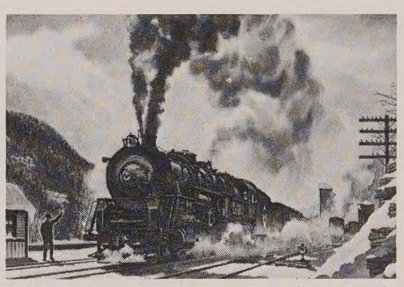


T810 The C. & S. On Top of the World!—Happy Holidays and Best Wishes for the Coming Year—**Jaunty narrow gauge between Denver & Leadville**



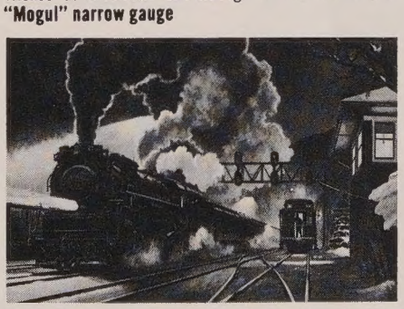
T405 The Crescent Limited—Christmas Greetings and Best Wishes for all the Year—**Southern Railway Engine #1401**

T509 Fresh Trees and Full Steam—With Best Wishes at Christmas and through all the New Year—**"Mogul" narrow gauge**

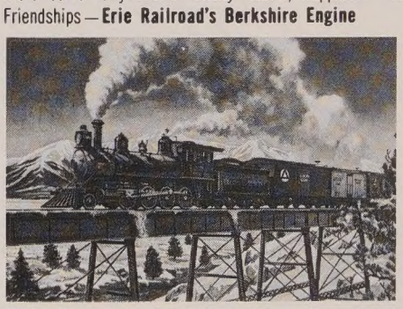


T809 The Erie Fast Freight From Chicago—May there come to you this holiday Health, Happiness and Friendships—**Erie Railroad's Berkshire Engine**

T808 The Wabash Cannonball—Best Wishes at Christmas and Happiness through the Coming Year—**Colorful engine rolling in the Indiana countryside**



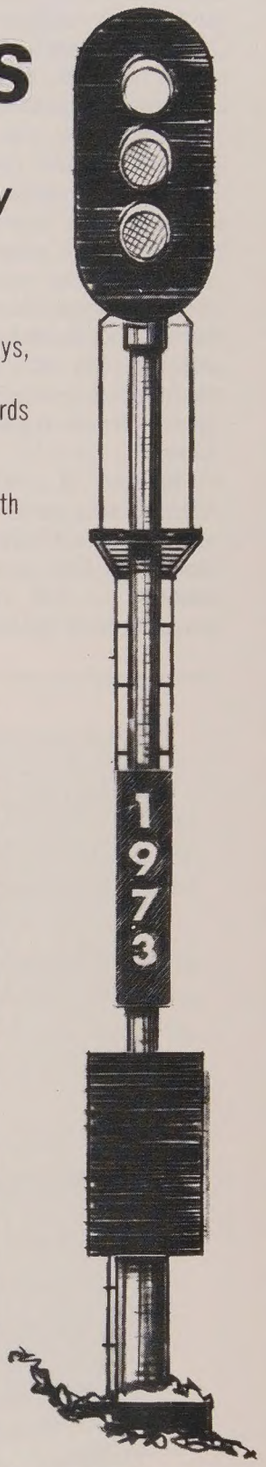
T406 Christmas Eve in the Yards—May the Spirit of Christmas Abide With You, etc.—**Chesapeake & Ohio Kanawha type engine**



T224 Headed for Trout Creek Pass—Merry Christmas and Happy New Year—**Colorado Midland, South Park in 1890**

This Christmas send...

Christmas Cards of Trains



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spots. The Transportation Authority has set a goal of 25 mph for the line.

A new manufacturing firm wants to locate in Hardwick, on this railroad, and has a land option there, but will not move in unless good rail service is guaranteed. The cost of rehabilitating the line, for which the Legislature has voted $3.5 million, is likely to cost nearly $5 million, Gensburg estimates.

On September 18th an agreement was reached allowing the SJ&LC to continue operating at least part of its 99-mile line on a short-term basis. Plans call for the Transportation Authority borrowing $1.5 million to buy the line and supply money for a group of Lamoille County businessmen to run it through the winter. The owner, Samuel Pinsly of Boston, Mass., is willing to sell his hard-luck railroad for $1.25 million, but $75,000 additional would be needed immediately to make emergency track repairs for winter operation.

Robert R. Young of Hartford, Conn., who sent us this news, visited the SJ&LC shops at Morrisville, Vt., the other day and saw there two small diesels, an old coach, and a streamlined coach painted red and white. Also a big hook, a maintenance of way car, and a few other pieces of equipment. ●

VANISHED GLORY. Largest and once proud and wealthy, Penn Central has finally sold its family silver, 1,527 tarnished pieces long retired from its dining cars. At the auction in Philadelphia were sugar bowls and sauceboats, steak platters and mustard stands, toast covers, bud vases and finger bowls, all in satin-finished silver, elegance gone slightly to seed, knocked down to the highest bidder.

Nostalgia brooded over the scene as the veteran auctioneer, George Freeman, like a conductor calling towns against a whistle in the night, presided over the further dissolution of Penn Central's bankrupt empire.

Most of the buyers were train-lovers and collectors, some old but many too young to remember the magnificent days of great trains, rolling hotels that served lobster for lunch while pulling out of New York and fresh strawberries and cream for breakfast while snow was whitening the landscape and while the train was chugging into Chicago, in an era when fresh strawberries in the winter were rare and expensive.

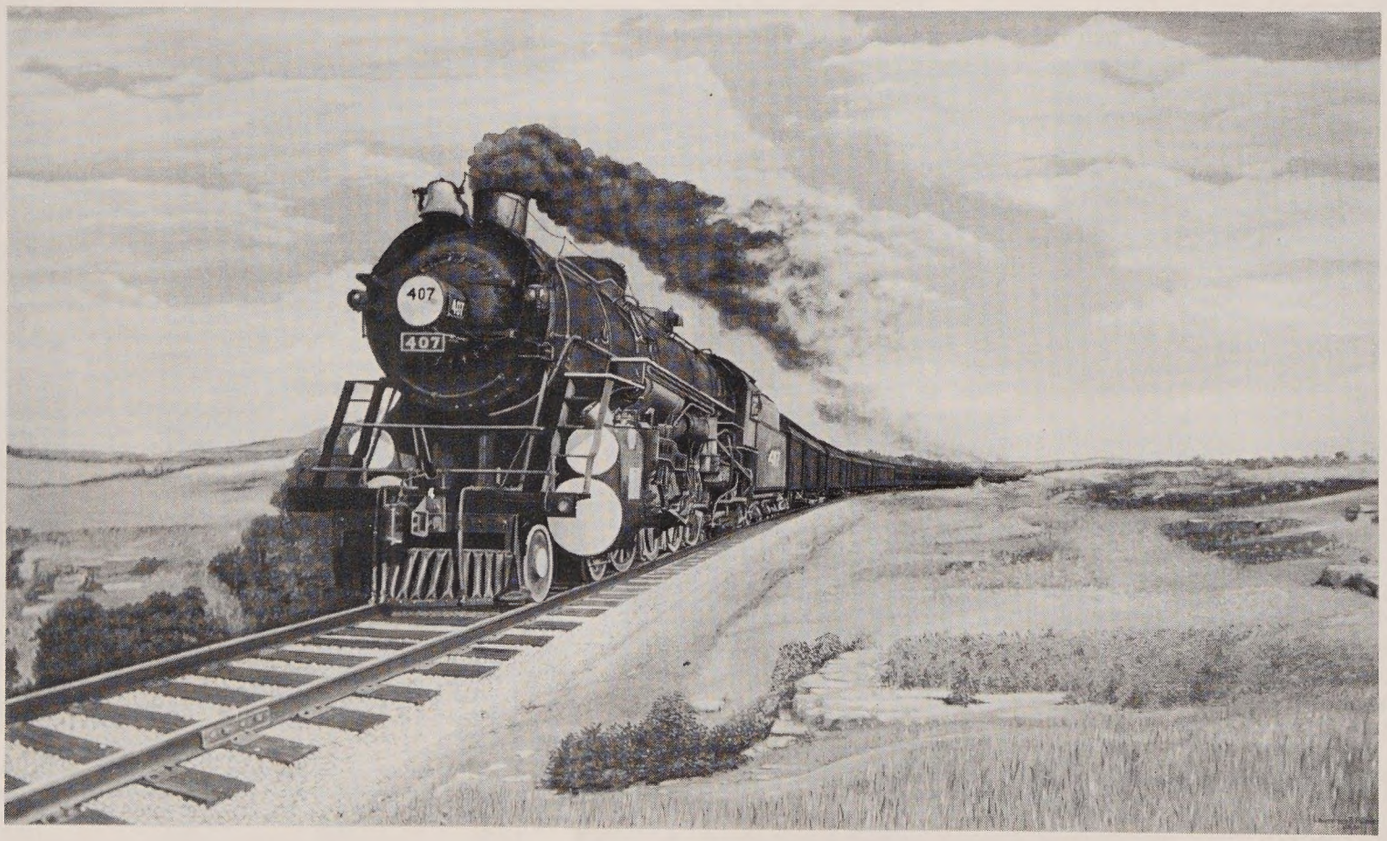
Regal silver collars, 150 of them, that once had crowned iced supremes aboard the crack *Broadway Limited* were sold without ceremony to an interior decorator who paid $27.50 for the lot. She will turn them into mirror frames.

"Altogether the auction grossed about $10,000," comments Wayne King in *The New York Times*, "which is how much the Penn Central now loses every 25 minutes and twelve seconds it operates." ●

Notes on Steam Power

ANSWERING a query as to where I could buy b&w photos of U.S. steam, you suggested that I try Harold K. Vollrath, a train dispatcher, 8938 Maple Drive, Shawnee-Mission, Kan. 66207. I did so and have bought about 300 pix from him, all of them excellent. Maybe some reader will tell me now where I can get Beyer-Garratt engine shots.—David M. Root, 652 W. 103rd St., Los Angeles, Calif. 90044.

A letter from Walt Thayer referred to a Beyer-Garratt loco on Western



The Pan American,

Australia's mainline as being 2-8-8-0+0-8-8-2. This must have been a typographical error. According to *Railways of Australia*, by Singleton and Burke, Western Railway's only Garratts were:

Six Ma class engines, later reclassified M, put into service in 1913 with 2-6-0+0-6-2 wheel arrangement; one Ms class engine with same wheel arrangement, 1930; ten Msa class engines, same wheel arrangement, 1930; and 25 ASG class engines, 4-8-2+2-8-4, 1943.

I disagree with Walt's statement that at one time they were the world's most powerful engines. In all cases, when they first went into service, their tractive effort was eclipsed by other Australian locomotives, not to mention motive power elsewhere.—A.W. Balnaves, Box 166, Penola 5277, South Australia.

Photo of the Fall Brook inspection engine named *John* in your September issue, page 27, resembles an old picture I have of this same engine, but there are differences. She is a 4-2-2. In my shot, the name is in large letters just above the blank window panel which appears to separate the observation part from the engine room. Fancy scrolls decorate each end of the name-board, and the center of the otherwise blank panel shows a stylized tree. Evidently the tall man in the straw hat was George Bunn, superintendent of the railroad, with his wife at the right. Both appear in my photo garbed the same way as in your picture but standing on the platform to the right of the engine, and she has a baby in her arms. The other people look quite different.—Walter J. Ruegger, Deposit, N.Y. 13754.

Mike Koch's book, *The Shay Locomotive*, is almost sold out; the publisher has only about 100 copies left. Mike says there will not be a second printing. However, it is still available from *Railroad Magazine* Book Service. Mike is now doing another logging book.

Bert Pennypacker is writing an article for us, "Steam Days on the Old Wheeling & Lake Erie," but has no action or human-interest shots to illustrate it. Could a reader lend us any?

"Where Passengers Ride the Caboose," by David I. Rees (Oct. issue), is mighty interesting, but the road is the Tucson, Cornelia & Gila (not Bend) and it quit steam in the late 1940s, not 1939. Engine 52 was a 2-6-0, not 2-6-2. Another 52 was an 0-6-0.—G.A. Mellon, 212 Ocean Ave., San Francisco, Calif. 94112.

I'm glad Mike Eagleson and some of his friends are preserving one of the great Hudsons. To me that type is unsurpassed in beauty. Having ridden the very first Hudson when she rolled out of the American Locomotive Co. shops in Schenectady, N.Y., I am prejudiced in favor of this type. I happened to be visiting the plant and the engineer said: "Get aboard; she's ready to roll!" I presume she had been christened already and was being broken in, as there was no fanfare when I rode her. I used to think the Hudson was the first loco that could pull a 13-car Pullman train up the grade from Albany to West Albany without a pusher, but there is a difference of opinion on that score. Because of my enthusiasm for steam I have a 1907 Stanley Steamer in good operating condition.—Kenneth B. Foster, Star Rte., Chatham, N.Y. 12037. (Turn to next page.)

The Pan American "The Pan" was fast and fancy. On the Cincy-to-Crescent City run, she became L&N's finest, and just yesterday, it seemed, the 407 swung No. 98, the northbound "Pan" through the gentle curves of Kentucky and Tennessee and into Union Station, Louisville, "Right on the advertised."

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(*Ed. note*: You should know, Ken, that next month we will review Mike's latest book, *The Twilight of World Steam*, prepared jointly with Ron Ziel, a superb 304-page array of color and b&w on supercoated stock. It's a handsome, heavy, substantial book. Publisher's price, $14.95. *Railroad Magazine* Book Service price, $14.25.) ●

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Setouts and Pickups

Did you know that long ago the Wells Fargo express office at Virginia City, Nevada, had its own railroad or tramway? We didn't either, until we read about it in the Sept. '73 issue of *The Western Railroader*, a lively little magazine edited and published by Francis A. Guido, one of our *Interesting Railfans*, P.O. Box 668, San Mateo, Calif. 94401. (Subscription, 12 issues for $2.) The Wells Fargo rail line extended only from the office safe to the stagecoaches waiting outside and was used to transfer silver buillion in the boom days.

Photo of Amtrak meet in our October issue, pages 16-17, was made by Wayne Bridges, RR 1, Box 282-A, Delevan, Ill. 61734. In the same issue, page 6, a photo was miscaptioned from incorrect "facts" sent to us. It was taken in Montreal, south of Central Station. That Canadian National train, *The Ocean*, actually runs between Montreal and Halifax, nowhere near British Columbia.

John Gray asked in October issue why wrecking cranes do not tip over or derail when lifting heavy loads. That is because outrigger beams, sometimes consisting of rails, are extended from both sides at lower end corners or center of the crane car underframe, such outriggers being imbedded in the ground. Depending upon its size and weight, a wrecking crane has two separate lifting capacities, one for the hook at the end of the boom and the larger capacity at a hook placed midway along the boom. For example, a crane might have 150 tons lifting capacity at a 23-foot radius and 250 tons at 17-foot radius.—Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124.

I enjoyed those fine Colorado & Southern narrow-gage photos in your October issue. Fortunately, I was living in Colorado in the mid-'20's and rode most of those lines, but not over Alpine Pass between Nathrop (not Northrup as shown on the map) and Pitkin, which was abandoned in 1910. The map indicates that the line between Denver and Golden was standard gage with narrow gage west thereof. It used to be three-rail so that both standard and narrow gage could use this stretch. After the narrow gage was torn up west of Golden the third rail was removed.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

In October we had an item about an LA&L engineer arrested on a motorist's charge that he had failed to signal at a grade crossing and had made indecent gestures. E.H. Blabey II, vice president of the Livonia, Avon & Lakeville, Livonia, N.Y., comments: "The complainant, a truck driver, failed to show up at the hearing, and a justice of the peace dismissed the case. Our crew says they did, indeed, sound the proper signal for a grade crossing. Our engine was crossing the highway when the truck crested a hill at high speed. The driver nearly hit our train, barely stopped in time, and apparently angered, made certain gestures which our crew returned in kind. We can only assume the incident was due to pique on the part of a truck driver who had failed to recognize his own obligation to approach a railroad crossing at slow speed."

Your Oct. '73 cover was perhaps the finest graphic art you've ever had on a cover.—Wm. C. Kessel, 99 Center St., Hamburg, N.Y. 14075.

Your September issue indicated the Southern Railway movement of Atlanta's trash was the first such activity by an American railroad. I believe the Western Pacific hauled trash on the San Francisco Bay area to a desert region along the California-Nevada border for disposal at least three or four years ago.—Peter H. Ruger, P.O. Box 899, Jefferson City, Mo. 65101. (*Ed. note*: The Tokyo city government and the Japanese National Railways are experimentally hauling trash by rail.) ●

A SOPHISTICATED method for measuring the rock and roll of equipment moving over the rails is the Santa Fe's specially-equipped converted business car of about 1940 vintage that takes a reading every 11 inches as it travels along, measuring track conditions. It's designed to detect trouble spots before they cause derailments or other problems. Santa Fe thinks it will provide the railroad with the best ongoing track maintenance program in the industry.

According to Ray Kaelin, Santa Fe's director of technical research and development, there are other cars like it, but not nearly as sophisticated.

The Santa Fe used the car on its first trial run Sept. 4, then took it to Chicago and back for tests. After that it went on its first big assignment—a trip to Los Angeles and back, taking a few weeks to collect data on tracks to the West Coast.

Officially dubbed the "Track Geometry Scientific Testing Car," it includes an instrumentation room, work shop, office and galley, and has its own gen-

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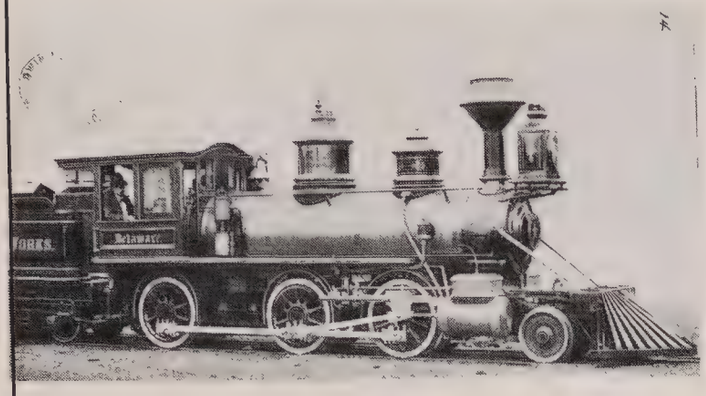

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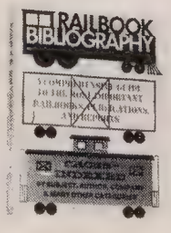

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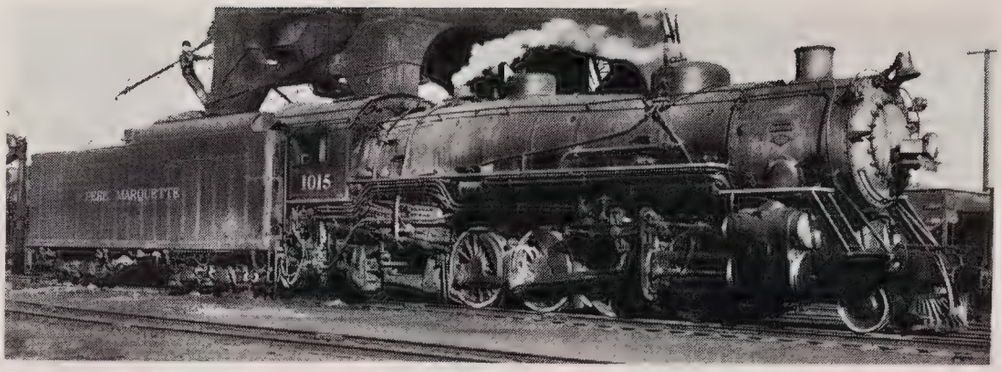

Pere Marquette engine picture illustrates J.M. Canavan's letter on this page.

AT THREE o'clock one May afternoon long ago on a single-track line of the old Pere Marquette we were called for a return trip north from Porter, Ind., to Wyoming, Mich., our home terminal. I was firing for Charley Bole, a mechanical stoker job, and we had a student fireman with us. We left Porter with the 1015 and only a caboose, to pick up our train some miles to the north. According to our timecard, we had plenty of time to make the six miles to Doran siding. There we were to wait in the clear for No. 4, the southbound Grand Rapids-Chicago passenger train to go by us.

Since we didn't need full boiler-pressure, the student did the firing. Our head brakeman rode the caboose with the rest of the train crew, so I sat on his seat. It being spring, with green fields, wildflowers, blue sky, and birds on the wing, I felt in a euphoric mood. That is, daydreaming. There was no need for my watching the block signals. The others were doing that; or so I thought. The Doran siding was on the engineer's side; I didn't notice it. Nor did I hear or feel the clatter of wheels as we passed over the switch points.

Then suddenly glancing at the track ahead, I saw a yellow block signal. A quarter-mile further on a red block signal guarded the Monon Railroad crossing. Beyond that, around a curve, stood the PM depot at Michigan City, Ind., a little over 11 miles from Porter. I realized, with dismay, that we were in the wrong place at the wrong time!

Charley was whistling for the crossing signal when I yelled, "Number 4!" His facial expression turned to surprise. He also, for some unknown reason, had forgotten his order to meet that train, which was scheduled to leave Michigan City at 3:30. It was now 3:35, so we were already five minutes into her time schedule! We really should have been on the Doran siding waiting for her.

It was a serious blunder, the kind that could almost certainly cause us to lose our jobs. Due to the curvature of the track ahead, we could clearly see the automatic block signal near the depot. It still showed green, indicating that No. 4 was coming into Michigan City behind her time schedule. When the towerman gave us the signal to cross the Monon, we moved toward the station so rapidly that we ran past the switch and had to back up so they could line it for the siding. Before we stopped, our conductor (I don't remember his name) got off the caboose and ran toward the depot. By now he was fully conscious of our problem. Whatever that train crew had been doing in the buggy, their minds certainly hadn't been on train orders. They had left it up to the engine crew —and we, too, had forgotten it. Blame our carelessness on the spring weather.

Guess who was standing on the depot platform, watch in hand, that afternoon? Our division trainmaster! He waved at me and I waved back. He must have noticed that we came in almost at the last minute, but he might have been so preoccupied with the late passenger train that he paid no attention to us. Pretty soon No. 4 came, 12 minutes behind schedule, picked up the trainmaster, and pulled out in a swirl

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of dust. None of our crew was ever called on the carpet for that flagrant neglect of duty. A mere caboose hop had violated an important rule by running without orders against a first-class train. We were grateful that No. 4, with Bill Relyea at the throttle, had run late. Bill has recently retired. Charley Bole passed on in 1955.—J. Canavan, Hormiston, Ore. 97838. ●

ALTHOUGH our rail carriers get only $106 million a year from mail-hauling contracts, the trucking industry gets a $352 million annual slice of the Post Office pie! But even with the depletion in passenger service in recent years, the railroads still have the "capacity of offering fast, dependable, and economical service between major cities."

This situation was pointed out to the House Post Office Committee in Washington, D.C., by Martin A. Briesche, chairman of the Railway Mail Committee of the Association of American Railroads. He testified that combined Penn Central and Santa Fe service offers a 70-hour schedule between Los Angeles and New York and that other carriers, including the Burlington Northern, Union Pacific, and Southern Pacific, provide 50-hour service between Chicago and the West Coast.

"We want to continue these trains, but can only do so to the extent that the volume of mail supports them," he said. "These trains not only assist the Postal Service in its desire to serve their customers, but also contribute to their efforts to remain competitive in the bulk mail market." ●

The Maple Leaf Dominion

CANADIAN NATIONAL placed its first order for concrete ties, 30,000 of them, with Francon of Montreal. Some will be used in a 45-mile section of new western trackage doubling the mainline between Winnipeg and Portage la Prairie. Experiments to supplement the conventional wooden tie—with escalating world-timber prices diverting mill output away from the lower-priced wooden ties—have been under way at CN for 12 years, and the new concrete tie design, with its associated fastening system, has proved successful.

Another possibility being explored is laminated wooden ties, which already have been shown to be structurally sound. But could laminated ties be made as economically as timber or concrete? The latter have been used in other countries for over 30 years, with British Rail forecasting concrete tie life of 80-100 years. In Canada, because of different weather and traffic conditions, a life expectancy of 50 years is expected. Ordinary wooden ties last, on the average, 30 years.

Reggi Ann Dubin writes in *Business Week*: "If you are a railroad buff, take the 463-mile, 14-hour trip up to Prince George, B.C., on the British Columbia Railway. At $24.15 first class, it's one of the best rail travel bargains in North America. You'll see the province's coastal mountains, lush Pemberton Valley, and miles of Douglas fir."

Ontario Northland has struck a gleaming antique-bronze medallion two inches wide for the 300th anniversary of Moose Factory, the province's oldest Hudson's Bay Co. post, and to mark railway operation since 1932. The medallion is suitably lettered. On one side is a train in bas-relief, on the other side a large Indian profile, with a trading post in the background. Price, $5.35 from ON Transportation Commission, Passenger Services Dept., North Bay, Ont., Canada.

British Columbia's railway thrust into the resource-rich northwest area of the province is expected to have an economic impact on the prairies by broadening the Pacific export potential, according to Richard Anco, a Canadian Press staff writer. A $325 million 10-year federal-provincial plan to extend a railway system to the Yukon border will open up 27 million acres of mineral and forest land east of the Alaska panhandle.

Prince Rupert, just south of the panhandle, is to be developed into a major Pacific port to handle exports from the region and ease growing pressures on Vancouver. But a B.C. railway to the Yukon could also pull the rug out from Edmonton, long considered the transportation gateway to the North. ●

Personalities

JEAN STAPLETON, who plays the role of Mrs. Edith Bunker in the CBS television show "All in the Family," used to be a secretary in the New York Foreign Freight Traffic department of the Norfolk & Western.

An unusual new book, *Hetch Hetchy and Its Dam Railroad,* story of San Francisco water project in high Sierras, by *Interesting Railfan* Ted Wurm, was published Oct. 10 by Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710. It has 300 big pages, 480 illustrations, sells for $13.50. We will review this book next month.

Commenting on Joe Drochetz's letter (Aug. '67) about my large collection of Vernon Dalhart records: That singer's real name, Marion Try Slaugh-

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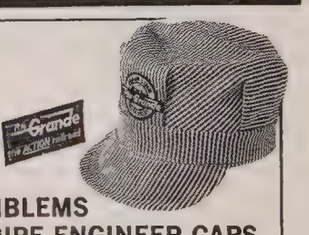

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P.O. Box 24R Earlton, N.Y. 12058

ter, was not professional; he adopted the names of two Texas towns, Vernon and Dalhart, besides using other aliases. I have over 3,500 of his songs, all different; don't know how many more he recorded. Besides the rail and hobo titles Joe listed, I have Dalhart's "The Yazoo Train on the Arkansas Line" and "Bum Song No. 2." Walter D. Haden, assistant professor in the English Department at the University of Tennessee, Martin, Tenn., is writing a book on Dalhart.—Marion Hoffman, R.F.D. 1, Valley Center, Kan. 67147. (*Ed. note*: When Haden's book comes out we hope he will send us a review copy of it.)

Mrs. Ruth Tanner, daughter of the Arcade & Attica's senior worker and chief stockholder, Richard Cartwright, is now chief executive officer of this 15-mile freight and passenger line in Upstate New York, reports William C. Kessel, Hamburg, N.Y.

Bob Bruhin of Ada, Okla., sends us this one: A boy asked his father, "What was a railroad diner in the steam age?" Dad replied, "A chew-chew car." ●

England Heard From

I HAVE BEEN WORKING for British Rail since 1952, first as a steam loco fireman, now as a guard (conductor) on m-u electric units out of Guilford. Every working day I pedal my bicycle 17 miles to and from that station. Don't like air-polluting, people-killing automobiles. Steam was my greatest love until I fell for the beautiful young lady who is now my wife. We first met in Waterloo Station, London. I have a garden railway, the Little Sandhurst, for which I built a steam 0-6-0, a battery-operated loco, and passenger and freight cars. Our daughter Margaret rides it and is fast becoming a railfanette.

I travel much on foreign railways, often riding steam engines. The first copy of your magazine I ever saw was in Malaya, of all places! My library consists of several thousand railway books. Also 400-plus different copies of *Railroad Magazine* and complete sets of *Trains* and of *Railway Magazine* (1897 to date). I collect rulebooks, negatives, photos, postcards, other railroadiana, and stamps. "Brother, have you seen the starlight on the rails? Have you heard the thunder of the fast express?"—Raymond E. Ruffell, Little Sandhurst, near Canberley, Surrey, England.

Back in the 1930s, Donald M. Steffee compiled annual speed surveys for us, listing all North American passenger trains that hit 60 mph or more. In those days mile-a-minute runs were something to crow about. But such trains were rather slow compared to the 135 mph that British Rail's new prototype high-speed train, APT-E, made recently between York and Darlington on a demonstration run. Praise was unanimous for its comfort, quietness, and smooth braking. An emergency brake application at 125 mph brought the train to a stop in 57 seconds at a distance of one mile, 260 yards.

The British Government is giving firm support for a project to link Britain and France with a 32-mile railroad tunnel under the English Channel. Vehicles would not be able to use it. The project now needs only Parliamentary approval as far as Britain is concerned.

An official White Paper says construction could begin within 18 months and the first trains could roll under the English Channel by 1980. Plans call for three separate tunnels, each 32 miles long, of which 28 miles would actually be under the sea.

The trip by train between London and Paris using the tunnel would be about 3 hours, 40 minutes. The present jet flying time is 55 minutes. But the time from city center to city center is about four hours. The fastest train, with ferries across the channel, takes six hours.

Two schoolgirls, both 17, were fined £5 apiece by a magistrate in Croydon, England for walking on the railway track near Riddlestown tunnel. They said they were looking for a bracelet one of them had dropped when closing a train window.

A railfan engineer, Peter Robson, was killed in the cab of a steam engine on a midget tourist line, the 14-mile Romney, Hythe & Dymchurch Light Railway, when reckless motorists in a stolen car careened across an ungated level crossing at Dymchurch in Kent. Peter tried to jump out of the 4-foot-high engine as she toppled over in a cloud of steam, but was crushed beneath her. The locomotive *Sampson*, the line's original engine, which began service in 1927, was not badly damaged; but the automobile was smashed and its two joy-riders fled. According to our London editor, Albert M. Herskovits, police with tracker dogs were searching for them. ●

Cornfield Meet

I AM a Missouri Pacific conductor. My father was a conductor, too, but on the Cotton Belt. Prior to the

first World War he ran a "peddler" on the Northern Division between Illmo and Malden, Missouri. His crew put in many hours switching at sleepy villages where a train's daily arrival and departure constituted the chief excitement for town loafers.

Such a community was Delta. It sat astride the Cotton Belt's north-south mainline and the MoPac's Belmont branch. The Frisco's Hoxie branch also serviced that town. So the natives had a ringside seat to steam operation every working day. There were plain and fancy switching, train-catching by fleet-footed brakies, "drops," and "kicking" by low-wheeled coalburning Moguls, 4-4-0's, and Ten-wheelers. No interlocker protected the MP-Cotton Belt grade crossing in Delta. By law and by the book of rules, each train had to make a full stop before crossing over the other railroad.

One day, my father's crew and the Cotton Belt crew were busy at their chores when the two engines rammed each other in the middle of the diamond, causing a commotion and a mess. Each conductor filed the usual report to his superintendent, naturally blaming the other crew. Neither super could be certain who was to blame. Based on the conflicting versions, you might have thought both engines had been standing still at the time of the wreck!

A formal inquiry was held to determine the facts and place the responsibility. Each man "hauled on the carpet" was entitled to be represented by an employe of his choice, usually the "griever," or local chairman of his labor union, and could offer evidence or witnesses on his own behalf. As this case involved two railroads, the supers held a joint investigation in Delta, scene of the accident. The brass collars had found their skippers' reports confusing, but other men's testimony added to their bewilderment. Obviously, *somebody* was lying.

A long, tiring, morning session heard questions, charges, and counter-charges. Neither official had a clear idea of what had caused the wreck. Calling for a lunch break, they ate the noon meal in an old, wooden, gingerbready hotel that stood opposite the joint MoPac-Cotton Belt depot. The hotel's spacious front porch was a gathering place for occasional drummers and the natives who sat there day after day watching the railroaders at work. One of them, a shopkeeper named Lem Harrison, spread the word around that he knew how these engines had got together at the crossing and would tell the railroad fellers if they asked him. While the luncheon of savory beef stew, bread and butter, apple pie, and coffee was being served, the hotel owner told the brass collars that Lem Harrison knew what had caused the accident and might help them to reach a decision.

"How do *you* feel about it?" The Cotton Belt super turned hopefully to his Missouri Pacific counterpart.

"Anything to end this wrangling," the latter said wearily. "Let's hear Mr. Harrison; and if it's okay with you and the crews we can settle it on his point of view."

The crews and their grievers, including my father, were cool to the idea, but they didn't dare to "rock the boat" too much. Besides, how could one guy hurt their case? So they agreed to listen to him. The new witness, tall, lean, and bearded, took the stand. Everyone waited expectantly.

The Cotton Belt super asked: "Mr. Harrison, could you tell us who was at fault in this wreck?"

Harrison shifted a tobacco chew from one side of his jaw to the other before answering. "Yes, sir."

"Who do you think it was?"

"Don't hafta think. I *know*. Been watchin' these railroad boys nigh onto thirty-five years an' I reckon I can tell you."

This cocksureness irked the official. "Skip the comments. Just answer the question."

"Hold yore horses, young feller!" Harrison shot a splatter of tobacco juice at the cuspidor. "I've known you a long time, mister, since way back when you was brakin' on the local. It was the Cotton Belt's fault!"

That road's super had a coughing fit, while the MoPac men grinned briefly with relief, feeling they had been taken off the hook.

"What do you mean, *our* fault?" the Cotton Belt super demanded.

"Jest what I said." The shopkeeper wasn't yielding an inch. "Them Cotton Belt boys know damn well, like everybody else here in Delta, that the MoPac crews never stop for that crossin', an' the Cotton Belt train had no business on it while the MoPac was in town."

It was a roundabout way of blaming the Missouri Pacific. The Cotton Belt super burst out laughing. There were no further challenges. The beaten side took their medicine with wry faces. Several days later, the Cotton Belt crew gave Lem Harrison a box of burley tobacco as thanks for having saved their jobs with his testimony at the hearing.

"Wasn't nothin' at all," the lanky shopkeeper told Dad. "Jest didn't feel up to tellin' those brass hats that some days you Cotton Belt boys didn't stop at the crossin' either."—William T. Church, 512 55th Terrace Dr., North Little Rock, Ark. 72118.

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PHOTOGRAPHS OF THE MONTH

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Western Pacific freight heading east through Feather River Canyon into Tunnel 32 just west of Keddie, Calif., Dec. '70.

Almanor Railroad's sole loco, GE 70-ton No. 166, plows way into Chester, Calif., during lull in snowstorm Jan. 29, '73. The 13-mile line from Chester connects with WP at Clear Creek Jct.

Gary G. Allen 215½ E. Palmer Ave., Glendale, Calif. 91205

Paulette Garrison of Dunbar, W.Va., brakeman on the Greenbriar R.R., contemplates the return trip to Ronceverte while awaiting the reboarding of passengers at Cass, W.Va., in '73.

Jerry T. Moyers, 156 W. Patty Lane, Monroeville, Pa. 15146

Chicago & North Western Railway

Old wooden railway coach, a replica of type operating more than a century ago, is loaded onto a flatcar at Chicago & North Western's 40th St. shops in Chicago for trip to Midwest Railway Historical Society and restoration celebrating the 100th birthday of C&NW.

British Columbia Ry. train headed by three C-630's, climbs out of the Fraser Valley, north of Lillooet, on way to cariboo plateau, at Fountain, B.C., in Sept. 1973.

W.R. Hooper, Golden, B.C., Canada

Many children find railroad property a magnet. Here, teenagers are surprised by an order from LI Rail Road helicopter police via loudspeaker to get off tracks. Besides reducing vandalism and crime, the air patrol prevents serious accidents to persons trespassing on railroad property totally unaware of approaching trains.

Long Island Rail Road

Railfanettes Beck Ireland and Mala Vaughn of Ft. Myers, Fla., watch two American Agriculture Chemical Co. locos switching at Pierce, Fla. Locos are GE 70-tonners, Nos. 2 and 8.

William T. Morgan, Box 26, Fleet Weather Facility FPO, New York 09571

Westbound Canadian Pacific freight emerging from lower Spiral Tunnel crosses Kicking Horse River near Stephen, B.C.

Elmer Treloar, 101 California St., Highland Park, Mich. 48203

John O. Gieske, 2540 Willow St., Franklin Park, Ill. 60131

A traveling engineer-trainmaster on the Milwaukee Road made this shot of his railfanette niece, Diane Hamm, age 17, on the station platform in Grand Rapids, Minn., beside Burlington Northern SD-9 No. 6109 in August, 1973.

MANY DEPOTS ARE LONESOME PLACES

All lit up like a Christmas tree. Lehigh Valley station at Sayre, Pa., on a starless cold February night in 1973.
Photograph by John R. Taibi

Lone train-watcher gets a quick look at swift *Metroliner* as it zooms past semi-deserted Holmesburg Junction, in northeastern Philadelphia, Pa., last July.
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Where are the passengers of yesteryear? The Boston & Maine crossed the Rutland at Petersburg, N.Y. The small station-tower (ground level) had 14 relays plus sounders for TGH. As late as 1951 the old depot had oil lamps.

William L. Rohde, Box 147AAA, Old Chatham, N.Y. 12136

Southern Pacific station at Fresno, Calif., just before taking off the *San Joaquin Daylight*. A crew is ready to take out a train.

Photograph by Virgil C. Staff

Photograph from The Pittsburgh Press

Majestic old Pennsy (now Penn Central) station at Pittsburgh, Pa., still beautiful, but rotunda vacant of automobiles.

CABOOSES OF TODAY AND YESTERDAY

Robert Redden, 113 Munroe, Lynn, Mass. 01912

Not yet standard equipment on Central Vermont's very modern hacks is Ann Mihovan of Nahant, Mass., but for how long?

In steam days, firemen weren't the only railroaders who shoveled coal. Scene taken in old New York Central van.

Helen Fitch, Louisville & Nashville op in Atkinson yard, Madisonville, Ky., uses common two-pronged loop on job.
L&N photo by William C. Tayse

Remember the days of "wooden cabooses and iron men," and Christmas was often celebrated there, as it was in this New Haven caboose of long ago?

INTERESTING RAILFANS No. 132

DONALD M. DENLINGER

by FREEMAN HUBBARD

Some of the 19 ex-railroad vans that make up Red Caboose Motel at Strasburg.

Don Denlinger converting a 90-foot ex-Pullman car into an Age of Steam Museum as part of his Red Caboose Motel setup close by Strasburg R.R.

HIS MAJOR CLAIM to a niche in our "Hall of Fame" is his ownership of nineteen N-5 steel cabooses that stand in line on his 43-acre farm in Strasburg, Pa., in "Pennsylvania Dutch" country—a farm through which runs the steam-powered Strasburg Rail Road—and his management of those retired freight-train appendages as the Red Caboose Motel. There you can spend a night or a week-end. Each hack is a bedroom imaginatively decorated in the mode of a bygone age, but with one concession made to modern tourism, a TV set. Each caboose is large enough for a family of seven, which is the exact size of the owner's family.

"I watch little boys as they look at all these cabooses standing in a row and can hardly wait for their key to get inside," muses Donald M. Denlinger. "There is something about railroads that turns big men into small boys and small boys into big men."

Each room in the caboose has dark green Pullman curtains and Pullman pillows, trainmen's electric lanterns, and television in an old woodburning stove. What's more, each unit is named for a major railroad. A delicious smell from the dining car awakens you at 8:30 a.m. It's the aroma of a country-style breakfast. And what an impressive dining car! It's 90 feet long, with gleaming porcelain and bronze lamps suspended from the ceiling. As you sit in an artistically decorated rustic chair, music and special effects give you the feeling that you are actually on board a train and it is getting under way.

The view from the dining car is something to write home about. On one side you may see the still-commonly-used Amish buggies drawn by husky horses. On the other side, a Strasburg steam train puffs by, garlanded with smoke plumes and white steam.

"Donald Denlinger," writes Miss Rosamund Taylor of Lancaster, Pa., "is a quiet man of small stature and great ability. He is the kind who can, and did, walk into a bank with a toy red caboose in his hand and say: 'I have just bought some full-size railroad cabooses like this one and I need to borrow $100,000 (or words to that effect) to make them into a motel for tourists.' Having obtained the loan and acquired and furnished the hacks, he is now operating a popular tourist attraction, which includes an Age of Steam Museum. This museum consists of a vast collection of railroadiana housed in a separate railroad car, a plush Pullman of the Victorian era. He deliberately placed the caboose motel near the quaint old Strasburg Rail Road and the proposed Pennsylvania State Railroad Museum which is now being built—not exactly the thinking of a 'small' man."

The Red Caboose Motel attracts business to the steam railroad, and vice versa; and the state museum, when completed, will lure additional customers to both of them. Even if there weren't a caboose motel, Don's steam museum would be well worth visiting. It is filled with authentic old railroadiana such as locomotive whistles, bells, and headlight, lanterns, switch lights, railroad heralds, crossing markers, depot signs, and a stationmaster's office.

"Mr. Denlinger is a doer as well as a dreamer," enthuses John Laughlin of Seekonk, Mass., "combining as he does a creative imagination with a physical drive to carry through to a goal."

Like Everett L. Rohrer, our *Interest-*

ing Railfan of three months ago, No. 132 sprang from a sturdy and devout Mennonite family. Born January 3, 1936, at Lancaster, within bicycle-riding distance of the old Pennsy main line, Don was fascinated by trains and especially by steam locomotives at an early age and often pedaled over to the glinting tracks with his brother to see them. He lived then, as he does today, in an Amish region famed for its handicraft and the hex marks on barns. As a teen-ager he took jobs on primitive Amish farms. There he appreciated still further the old-fashioned virtues of plain living, hard work, tidiness, and the simple religious faith of his forefathers.

These impressions are still with him. Don embodies them in a book entitled *The Gentle People*, that Grossman Publishers, a Viking Press subsidiary, put out in 1969. Photographer James A. Warner illustrated the folklore volume with 70 camera art studies—color as well as black and white—showing such subjects as horse-drawn buggies, the Soudersburg covered bridge, longest of its kind in the state, a village church, a rural school, and Amish women churning butter, making cider, baking bread, and doing weaving and embroidery.

The book is priced at $20. The first edition of 6,000 copies was sold out soon, and a second printing followed. You might think that the two collaborators made a killing, but says Don, "We didn't." He had to borrow $35,000 for the first printing and then, after paying that off, $50,000 for the second. Even that didn't allow for the profits of booksellers and middlemen. This experience should be an object lesson to amateur authors anywhere who are blithely writing bookscripts with no idea of who, if anybody, will pay the staggering bills for paper, engravings, typesetting, operating the presses, and binding, not to mention the cost of advertising and distributing their masterpieces. Such persons nurse the illusion that some kind-hearted publisher, somewhere, is eager to finance the work of unknown geniuses.

Don sighs. "It's brutal to realize all of the time, expense, and other headaches of book production. You don't come near breaking even on the first printing."

But by good luck and determined effort, *The Gentle People* was well promoted. The author and the photographer managed to get on radio and TV programs, while many newspapers

Lois Denlinger prepares one of the quaint caboose units for expected guests.

William H. Morrison, Jr., 2231 Lancashire Drive, Wilmington, Dela. 19810

"Billy, don't bother the man!" Strasburg Rail Road observation car being uncoupled from 2-10-0 No. 90 after return from Paradise, Pa., in Sept. 1972. After leaving Strasburg station, line cuts across Denlinger's 43-acre farm.

Rustic painting of Mill-Bridge Museum near Soudersburg, Pa. Don remembers spending countless hours in area as a boy.

reviewed their book. Some of its illustrations were displayed in big city department stores, Harvard University, and New York's Museum of Modern Art. Don has also written a book about his Red Caboose Motel entitled *How It All Started.*

In 1953 our hero went to work as a goldsmith and a silversmith for the Artists Emblem Co. This is a hand-crafted business set up that year by his father, Milton Denlinger, in a small plant just behind his home in Soudersburg, Pa., and still being carried on there. The firm fashions silver and gold into rings, medals, charms, medallions, trophies, and so on, utilizing skills that are all too rare in our modern machine age. For example, they make class rings and awards for many high schools and colleges. It is a family enterprise. Then Don went to work at a radio isotope laboratory in Denver, Colo., later serving at Fitzsimmons Army Hospital in the same city; but returned to Soudersburg in 1960.

That year, in October, he met the slender, blue-eyed, 18-year-old Lois Landis at a roller-skating party. Lois cast a spell over him. After a courtship of nine months, they were wedded in a rural church on July 28, 1961. Their home at Strasburg is a typical large, old, graystone farmhouse with 14 rooms, allowing plenty of space for the couple and their five children: Jeff, Sherry, Shelley, Daryl, and Jimmy.

"Our family is blest with good health," Don says proudly, "even though business interests prevent me from giving them as much time as I'd like to."

Their house is pretty much filled with railroadiana, in addition to the objects in the nearby Age of Steam Museum.

"If there's one trait I admire most in Don," his wife reports, "it is his ability to overcome obstacles that stand in the way of achievement. Life with him is anything but routine. It seems Don is always doing something exciting."

One day in 1967 he saw a real estate man erecting "For Sale" signs on two old Lancaster County landmarks. One was a picturesque, stone, grist mill dating back to 1738. The other was the state's oldest covered bridge, on Ronks Road beside the sparkling Pequea Creek near Soudersburg. The spot just oozes nostalgia for Don Denlinger. As a boy he spent countless happy hours there fishing, swimming, ice-skating, and daydreaming, and he remembers the big slices of home-baked apple pie that a woman neighbor in the area gave him. It could be a great tourist attraction, he decided.

Going to the nearest phone, he began making arrangements to buy the 17 acres surrounding the mill and bridge. He knew he'd have to borrow the money for a down payment, which he did; and he says ruefully: "I've been borrowing ever since. Maybe I am the most completely mortgaged of all the 132 *Interesting Railfans* written up so far in your magazine."

After closing the deal, he and his partner, M. S. Stoltzfus, hired a score of men to get Mill-Bridge Craft Village, as they called the project, ready for the opening day on May 30th. They built a gift shop and horseback riding path. They also prepared 40 or 50 camp sites in a rural area where children could frolic with ducks, geese, peacocks, and guinea fowl. Facilities were made for fishing, swimming, archery, volley ball, cycling, and riding a Conestoga covered wagon pulled by two massive Belgian horses.

But the Mill-Bridge Museum itself is the main drawing card. They equipped the mill with a one-ton oak paddle wheel, operable, with dripping water. Inside the structure you can see millstones slowly grinding cornmeal, juicy apples pressed into fresh cider, and candle-making, spinning, tole-ware painting, and an authentic blacksmith shop. There, too, you can buy such Pennsylvania Dutch delicacies as cornmeal funnel cakes and schnickelheisen pastry. But no railroadiana. You'll find that in the Age of Steam Museum.

Besides being devoted to historical preservations and covered bridges and railroads, Don served for a while as president of the Strasburg Elementary School PTA. He is five feet six, of medium build and casual attire—

"too involved," he says, "to be overly concerned with what I'm wearing." He reads *Railroad Magazine, Business Week,* and *Success Unlimited,* but rarely finds time for any book except the Bible.

"Gadgetry has made our society a slave to status symbols," he tells us. "I believe that the time-tested ideals and absolutes set forth in the Bible are relevant for today."

Like virtually all Mennonites, he never uses tobacco, drugs, or liquor. His fondness for animals extends especially to his collie dog and her puppies, the 15 cats and kittens on his farm, the 21 cows and calves, and even his two goldfish.

"I first met Don 21 years ago when we both sang in a 'Youth for Christ' quartet," writes Paul R. Hollinger, station manager of WDAC-FM radio in Lancaster. "Don has sung in several quartets. He is the most creative person I have ever known. His mind is fertile with ideas. Always experimenting. Even as a teen-ager he created a 'helicopter' that never really flew and a briefcase with roller blinds so you could choose a dozen games in one."

Marshall Dussinger, chief photographer of the Lancaster *Sunday News,* has shared some of Don's experiences during the past ten years, "among them the growing pains of establishing the Mill-Bridge Craft Village and seeing it through its formative years."

Marshall goes on: "The problems involved in setting up the Red Caboose Motel could fill a book. In fact, he did write a book about it. Even before the caboose project was finished, he came up with the idea of building Historic Strasburg, a combination of modern motel complex with shops, farm areas, and town houses that may well become the state's largest resort area.

(Top) Age of Steam Museum car at left. (Below) Some of the exhibits in car.

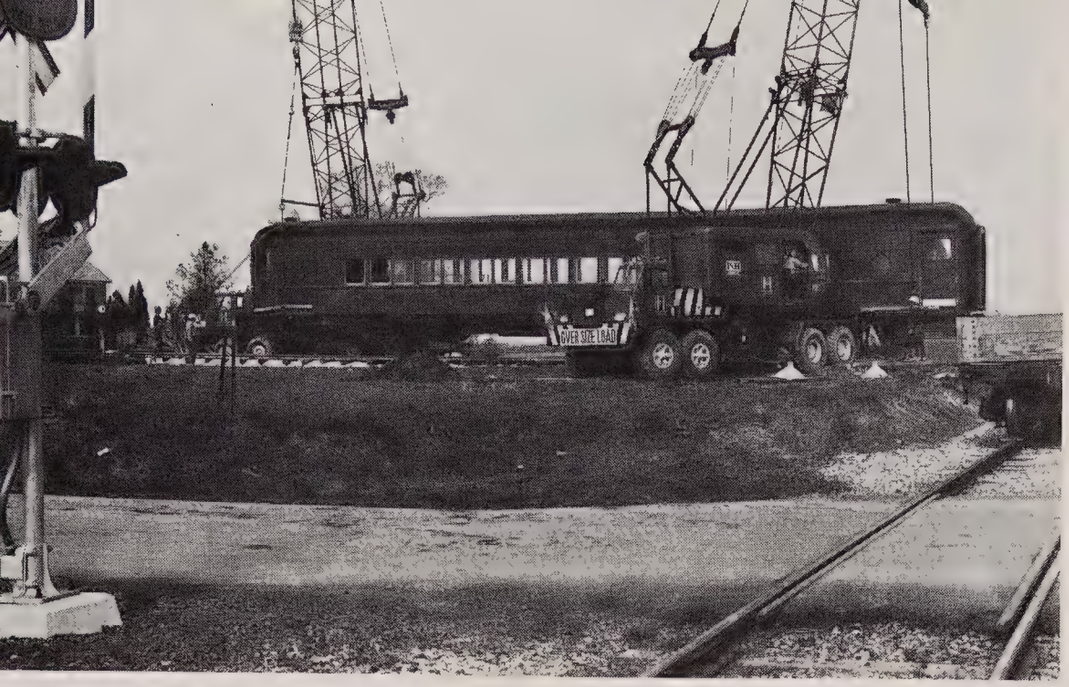
"He doesn't know when to stop. I have seen him toiling far into the night, sometimes on petty details. He regards his employees as members of his family and won't ask them to do anything he has not done himself. Guests at the Red Caboose Motel are treated as friends. Don often finds time to visit with them and relate stories in such a way as to give the impression that he's telling them for the first time—an art cultivated by polished showmen."

Our informant remembers when Don Denlinger's first string of ten cabooses arrived. It was a biting cold February day. Don had invited many friends and business associates to view the spectacle. The Strasburg steam-powered train, pulling passenger cars loaded with his guests, left its home terminal in the morning for Paradise, the other end of the short line, where it connected with the Pennsy, to pick up the cabooses. Onlookers were thrilled by the sight of the newly-painted units. Visiting railfans enjoyed the switching operation involved in re-arranging the hacks for placement on the siding. The 90-foot dining car had to be just in the right position.

Disembarking from the train, the invited guests stood by as the first part of the caboose line was pushed into the siding before going onto the Strasburg's mainline. At first all went well. But the 90-foot car could not round the short curve. With moans and groans it jumped the track. That derailment took some fifteen hours, well into the next morning, for Don and his helpers to get the recalcitrant car back on the rails. But he took the job of supervising this in stride, despite the expense and heartache involved.

"A similar difficulty came up when he bought in another 90-foot car, this one to become the Age of Steam Museum," Marshall Dussinger recalls. "Because of what had happened previously. Don decided to employ cranes to lift it from the Strasburg line onto his newly-built stretch of track. The weather had gone sour, with rain the day before, so the big truck got bogged down in soft mud. What should have been a simple job became a nightmare. Bulldozers and planking were used to keep the cranes from sinking even deeper into the mire, all of which added up to a big expense."

One problem Don faces at the Red Caboose Motel is to get an advance reservation without a deposit, when the people do not show up at a reasonable



This 90-foot, ex-Pennsy car, later to house exhibits, was lifted from Strasburg line by large cranes onto Don's newly-built right-of-way at big expense.

hour. In such cases he will rent the unit to a stand-by customer, possibly to find the original reservees arriving as late as midnight and getting quite disturbed because no room has been held for them.

"Frankly," comments the *Lancaster Sunday News* photographer, "I don't think Don owes them a hold after four p.m. without a guarantee or deposit. But he feels a moral obligation and usually manages to find lodgings for them, sometimes at the expense of his own bed in the farmhouse."

Don and Lois serve breakfast to their guests in the dining car. You might find our *Interesting Railfan* frying eggs, waiting on tables, or pouring coffee or juice; but you'll never be able to sit down with him and enjoy his company at breakfast. Don just doesn't stop working. He sees to it, though, that all his guests or friends are comfortable.

Another problem developed in the furnishing of the steel cabooses. He designed the decor himself, made it to fit every available bit of space. When the shower stalls arrived, he found with dismay that he hadn't allowed for the size of the doors. So in order to get them in, he had to cut a hole in the side of each caboose with a blow-torch, then take in the showers, and have the hole welded shut and repainted.

"One night," reports Marshall, "a busload of Girl Scouts was staying in his cabooses. At about ten that night they decided that they wanted ice cream cones. They couldn't take their bus out to get them, so Don patiently drove the Scout leader and two other girls to a late-night dairy bar, where they bought the goodies for everyone. Well, almost. On returning, they found that one caboose full of girls had been forgotten; so the host, though he was tired, made another trip out for ice cream."

If you should decide to visit the Red Caboose Motel at Strasburg and meet our *Interesting Railfan* in person, you had better reserve accomodations in advance and show up there at a reasonable hour.

Some of the to-be-converted cabooses sleeping out a snowstorm on siding.

One of two French RTG turbotrains leased by Amtrak for Midwest service is given last touch in Crespin shops in France.
La Vie du Rail, 11, Rue de Millan, Paris

PASSENGER TRAIN SURVEY

THE DEMAND for nationalization of the entire rail passenger system in America, a move long championed by railroad labor, is slowly gaining headway even in Congress, Senator Lowell Weicker, Jr., a Connecticut Republican, goes so far as to include subways in a bill he is drafting for that purpose.

"Patchwork proposals by the Congress, the courts, or the Administration are no answer to the problem," he declared boldly on the Senate floor, "and I am personally ending my support as well as my votes for any more half-measures. As an alternative, I am drafting legislation, to be introduced by early 1974, which would require the Federal Government to take over and operate all passenger services in our inter-city and mass transit rail systems!

"This will not simply be a proposal to expand Amtrak. It means the Federal Government will be running the trains—passenger trains—and no more of those quasi-Government corporations that put our essential services into the twilight zone. It's not just the long-distance trains now within Amtrak. It's the commuter trains that run to our suburbs. It's the subway in New York, BART in San Francisco, MARTA in Atlanta, the Metro in Washington.

"It will be a plan that asks only one question, and needs only one answer: Do the people of this nation consider passenger services by rail to be a necessity? Because if they do, piecemeal proposals will give us no answer, and no hope. We need nothing less than the most far-reaching passenger service legislation ever presented to the people of this country.

"The people of the United States are fully aware that private corporations and bankrupt trusteeships have failed to provide either what is possible or what our minimum transportation requirements call for. We are at the end of the line. . . . While this nation faces the death of passenger, though not freight, railroad services, other nations have consistently met the goals we aspire to. The fact that rail systems in those nations are financed by their national governments should tell us something. In simple terms, our insistence on the profit incentive is at the center of our difficulties. . . .

"American free enterprise doesn't want the passenger rail business, and doesn't need it. Only about 2 percent of total railroad revenues come from passenger service. Freight is the money-maker. The railroads know this, and by and large they want no part of a service that generates such little revenue while causing such large headaches.

"An even more important fact is that while we may think our railroads are part of the free enterprise system, this is somewhat of a delusion. Ten percent of the total income for our railroads comes from Government subsidies. In fact, these subsidies are the only reason we have any passenger service at all. If we add up all the loans, and grants, and subsidies, and revenue sharing that goes to support our passenger services each year, we might well conclude that nationalizing the passenger rail system would only change in name what has already happened in substance."

Whether or not Senator Weicker's drastic bill will reach a Senate vote in 1974 is a matter of speculation. We don't predict a Congressional rush to climb onto the Weicker bandwagon in the near future. Even so, Weicker has flung down a challenge that sooner or later must be met. There is ample precedent for rail nationalization in the Federally-built highways and airways and waterways. If Congress should opt for this remedy, Anthony Haswell, chairman of the National Association of Railroad Passengers, urges that it not stop with the bankrupt railroads.

"The public should not be stuck with dogs," he says, "while private interests continue to fatten up on the profitable lines."

Six years ago Haswell founded NARP, which now has 5,500 members, with headquarters at 417 New Jersey Ave., N.E., Washington, D.C. 20003. Prior to that he was an Illinois Central lawyer.

THIS WINTER, Amtrak will begin carrying automobiles as well as passengers between Chicago and Florida. The experimental service would directly un-

(Left) Amtrak SDP40F No. 527 gets her windows wiped just before leaving on *San Diegan* for Los Angeles from San Diego in August '73. (Top) Loco is new, but black paint is already peeling as is true of most of the other SDP40's.
Jim Belden, 3619 Paul Jones Ave., San Diego, Calif. 92117

dercut Louisville-Florida runs planned by the Auto-Train Corporation, a private company that already operates a successful auto-train between the Washington suburbs and Sanford, Florida.

A MICHIGAN Association of Railroad Passengers is now being formed to engage in lobbying for legislation on the state and local level that will benefit rail passengers. Interested persons should write to John DeLora, 1649 Brys Street, Grosse Pte. Woods, Mich. 48236.

RAILWAY COMPANIES, including the Canadian National, of which N.J. MacMillan is chairman and president, "will be in the passenger business for as far as one can reasonably see into the future," he says. The Halifax, N.S., *Chronicle-Herald* comments:

That is reassuring news for those who are tempted to fear that railway passenger business is dead or dying. However, it is highly probable that the methods of transportation of passengers which the railway will employ in years to come will differ greatly from those with which contemporary travellers are familiar. Using modern science and technology for speed and comfort will be the goal of the railway companies.

According to Robert Bandeen, a Canadian National vice president, expanded use of trains for mass transportation is inevitable, but rail companies cannot finance the necessary financial research. Says he: "I think it naive to believe that urban society will be able to rely in the future on the highway and the private automobile to satisfy its mass transportation requirements." He adds, however: "The railways are heavily burdened with unprofitable passenger service."

BROADCASTS made by Wes Vernon over CBS radio in Washington, D.C., tell of recent trips on the *Broadway Limited* and the *San Francisco Zephyr*:

"It's hard to be critical of Amtrak when most ground transportation specialists contend that Congress has funded this rail passenger service with mere nickels and dimes in terms of its need. But in the absence of constructive criticism, Amtrak will never achieve its goal of making the trains worth traveling again. So from an Amtrak well-wisher, this view of the *Broadway Limited*.

"That's Amtrak's New York to Chicago run and with a Washington section joining the rest of the train at Harrisburg, Pa., and then on to Chicago. We rode the Washington section. The cars were clean, freshly painted, and newly upholstered. So far, so good. Then we discovered there was no diner on the Washington section, even though it was late afternoon and approaching the dinner hour. Instead, we could eat cold sandwiches in the club car.

"This we considered a minor outrage, because cold sandwiches are something you eat on the run in the middle of a hectic day on Capitol Hill. When you're on vacation you don't want to eat, you want to dine. But then came the *major* outrage. We didn't even get the sandwiches! It seems the club car was out of ice; and rather than explain to the passengers why there was no ice for their cocktails, the train personnel simply shut down club car service entirely. No sandwiches. Nothing.

"This was an inconsiderate thing to do, especially because there were people with children on board. We had to wait until about nine o'clock, when we joined the New York section of the *Broadway* in Harrisburg, at which time we Washingtonians jammed into the diner. After a long wait, we got to eat at about ten p.m. I must say that the food, once we sat down to eat, wasn't at all bad.

"The sleeping quarters were quite satisfactory. But the trackage was obviously in need of repair. The train rocked a bit and, although this may have bothered some, it actually was quite conducive to sleep as far as we were concerned. For the most part, the *Broadway Limited* is a pleasant ride. Amtrak is making an effort. We would suggest, however, that Washingtonians can become just as hungry as New Yorkers at mealtime.

"We hard-core railroad passengers are a stubborn lot. For years we braved all attempts by the railroad to discourage us from riding the trains. They wanted us out of the way so they could concentrate on their more profitable freight runs. So we put up with their rude clerks, grouchy conductors, dirty coaches, and disappearing diner service, all in the belief that a brighter day was coming.

"Well, we're not about to approach anything even remotely approaching the millenium. Amtrak means well, but you can't do the job overnight, and much remains to be done. Amtrak does have some fine trains that make the hard-core passenger think that perhaps persistence is beginning to pay off. The *San Francisco Zephyr* is one of them.

"We had a ticket for a small roomette. But since the roomettes were all sold out, Amtrak gave us a full bedroom at the roomette price. That gave us a good feeling before we even boarded the *Zephyr* at the Chicago starting point. Once inside, we found clean and comfortable sleeping quarters, good food in the diner, and excellent service in a club car filled with nice people who shared the 'get-away-from-it-all' determination to make this ride an important part of the vacation.

"The dome cars offered scenic opportunities, while the new upholstery and fresh painting added to the atmosphere. I have heard that the Amtrak Super Chief is even more plush than the *San Francisco Zephyr*. The *Super Chief* runs from Chicago to Los Angeles by way of the Sun Belt Route through

Albuquerque and Phoenix. But we enjoyed the *Zephyr* all the way from Chicago to our destination in Ogden, Utah.

"We heard a scare story about a previous trip on the *Zephyr* where the air-conditioning reportedly went out and the club car served free drinks to make up for it. However, on our 31-hour ride the *San Francisco Zephyr* was a luxury hotel on wheels."

Down by the Depot

THOSE old depots look empty now, but are still crowded. Phantoms swirl through them on their way to and from trains. Not pale ghosts but the same living excitement; caught in depot time. Everybody who ever went through a depot stayed there. Caught in depot time. We are all in the depots, reflected in a time bend. You cannot kill railroad time; the clocks a frieze in motion; all the gone watch-worshiping conductors still there.

Wraiths of the trainmen are there; handing out their split-second railroad watches. Depot clatter-bustle-hurry, once so loud when you were young, is not really quiet and gone. It only sounds and looks that way.

Architecturally beautiful old Union Station at Albany, N.Y., closed since 1969, will be turned into a central public library if Mayor Corning has his way —Mayor Corning, descendant of a former railroad president. This building has about 26,000 feet on its ground floor, compared to 70,000 needed for the library, but the mayor says two or three interior floors could be added. Another Union Station—this one in Aberdeen, Wash.—is likely to be converted to a historical museum. The project is favored by many groups of businessmen and others.

Soon the large, colonaded terminal in Jacksonville, Fla., a magnificent edifice, will close its doors and be succeeded by a much smaller depot. According to Amtrak officials, the Jacksonville station and others around the country are costing a lot of unnecessary money to operate and maintain. The figure for Jacksonville's last year was put at $1.8 million. The annual cost of operating through the new one will be possibly $1 million less.

The new station, on which construction is virtually completed, is on the mainline of the Seaboard Coast Line six miles northwest of the downtown center, and is expected to be opened this December.

At least, he was polite. Someone stole 8,980 tickets and a validating machine the other day from the New Haven depot at Westport, Conn., leaving behind a note which said: "Thanks, Mr. Ticket Agent. Sorry to bother your station. It is a quaint station."

NEW LONDON'S HERITAGE. Although the local redevelopment authority claims that 90 percent of the people of New London, Conn., neither know nor care about the city's H.H. Richardson railroad station, this is hardly conclusive proof that the registered landmark should be torn down.

The test does not lie in New London's understanding of its place in art and history, nor its awareness of how skillful urban design can tie new and old to a richer environment. And local resentment of "medding outsiders" is hardly a proper incentive to destruction. That the plight of the New London station has received national attention proves that public concern is rising about the loss of landmarks and about the sterilizaton programs that have gone under the name of urban renewal.

New London not only wants to demolish its depot by using Federal funds—forbidden by law for a registered landmark; it has dug in its heels against the possibilities of financial aid to preservation, including a potential developer, and has sent city officials scurrying to Washington to try to keep the building off the National Register. It is a bad scene.

.....In Buffalo, there is talk of tearing down another Richardson building, the Buffalo State Hospital. Richardson ranks, with Louis Sullivan and Frank Lloyd Wright, as one of this country's three greatest architects. The way to lose a heritage completely is one building at a time.

—The New York Times

Grand Central Terminal in New York City was the scene of a cap-and-gown graduation ceremony the other day when Adelphi University's "classroom on wheels" awarded its first degree. Master of Business Administration, to Dr. Russell Eversole of North Salem, N.Y. It was a 20-minute ceremony. Eversole had earned his diploma by dint of a daily, five-hour round trip between his home in upper Westchester County and the Battery on the southern tip of Manhattan Island. Three of those five hours were spent in intensive study on Penn Central's specially designed classroom car, the other two in driving to and from his home and in riding the Lexington Avenue subway to his office job. ●

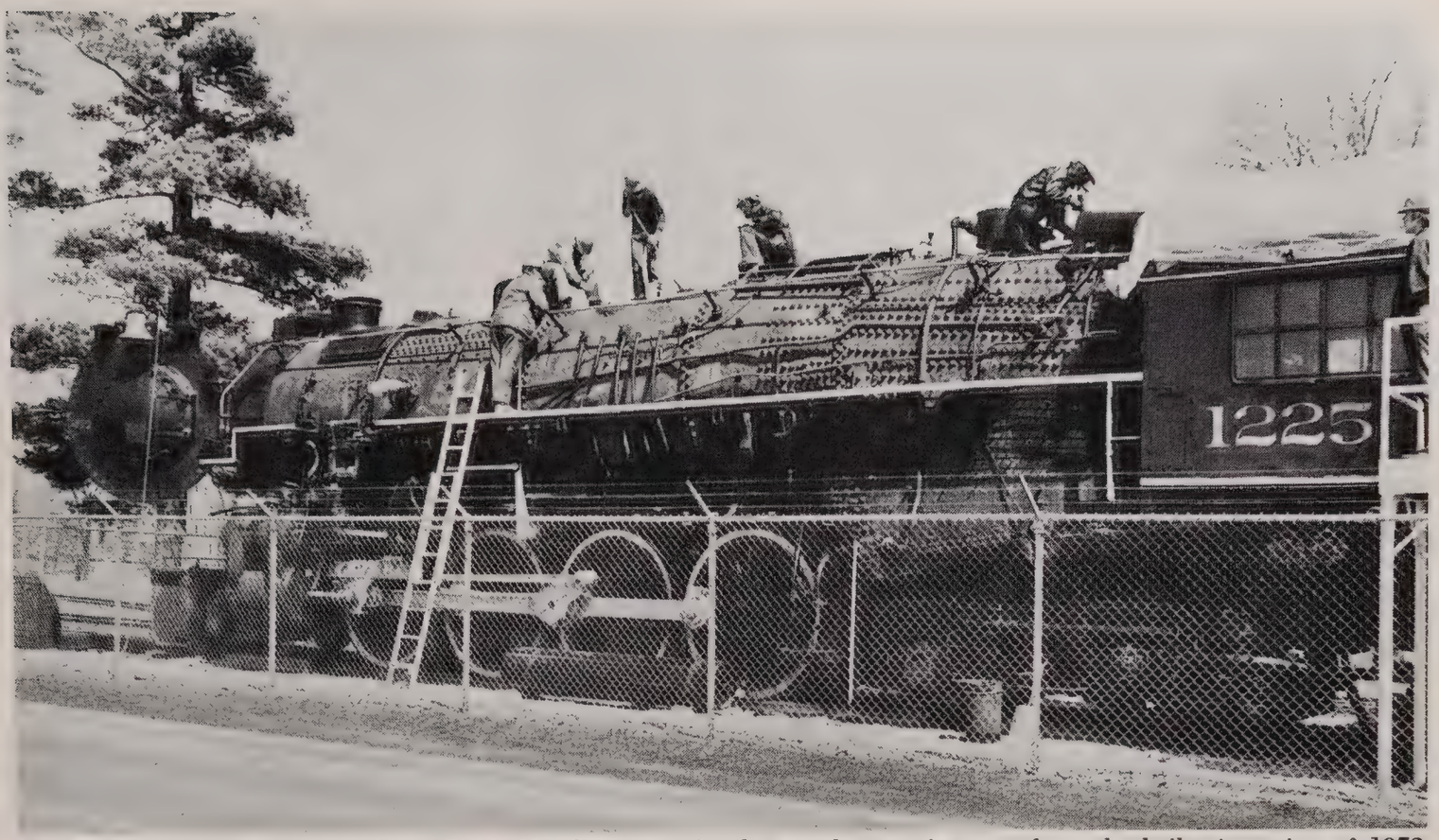
During 1971 Christmas rush, Amtrak's *North Coast Hiawatha* has travelers' rest car, diner, and an ex-*California Zephyr* observation lounge-dome car. Joe Elliot, 2308-28 Ave. S., Minneapolis, Minn.

RESTORING A 2-8-4

Photographs by John B. Corns

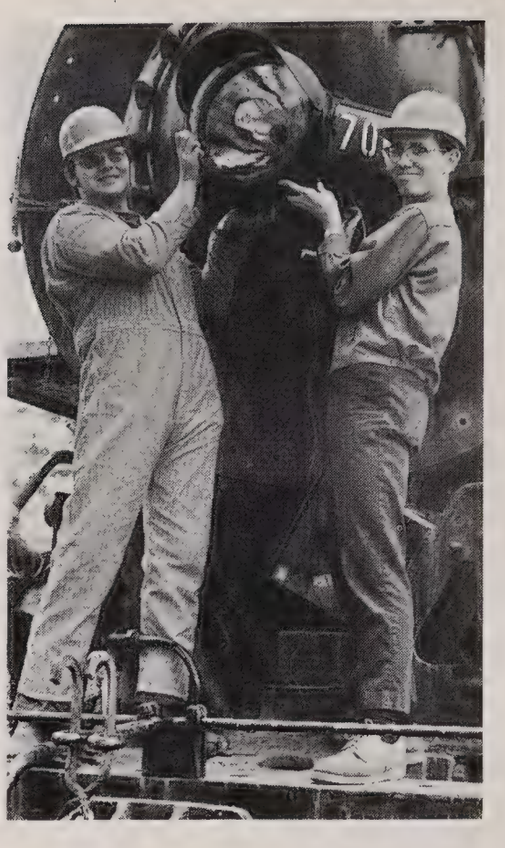
(Top) Ex-Pere Marquette Berkshire No. 1225, star performer of Michigan State University Railroad Club's Project 1225, under plastic sheet as protection against Michigan wintry weather on campus of MSU at East Lansing. The club, made up of young college volunteers, are all excited about restoring the 2-8-4 to mainline service. Expenses are met through selling photos, donations, and a $5 membership fee in the club. (Lower left) Members are shown removing flues from the boiler, spring '73. (Lower right) Close-up of flue removal. Refluing was set for this fall; fire-up possible in spring. Ken Pelton, who had been with the old PM since 1941, and now a Chessie System boilermaker, adds great talent to job.

All photographs by John B. Corns, 226 Locke N.W., Massillon, Ohio 44646



"You got another piece over there, Bill." Members were hard at work removing rust from the boiler in spring of 1972.

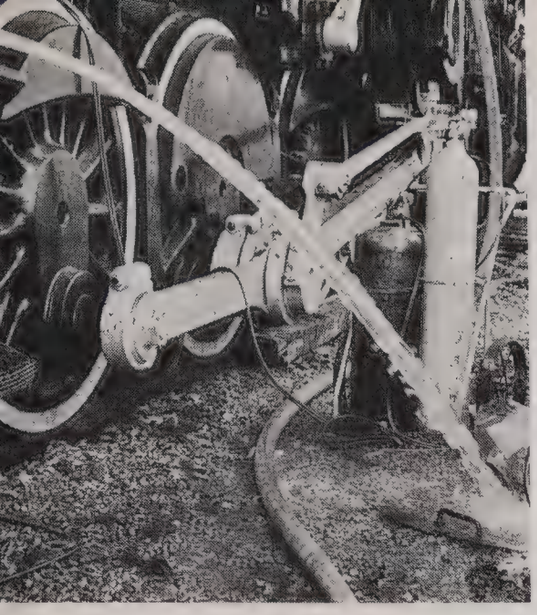
After being hauled out of loco, these flues, part of the 275 that had to be removed, must be tested and put back in.



(Top) Students shown removing bad staybolt caps in preparation for 1225's upcoming hydrostatic test. (Right) John Corns and Bob Wasko, president of railroad club, display new headlight donated by the former in May, 1972.

Pamela Jean Corns, 226 Locke N.W., Massillon, Ohio 44646

Club members shown installing boiler turret in preparation for hydro test on MSU campus in November, 1972.



The water is drained after locomotive failed her hydro test on Nov. 5, '72.

Boilermaker Ken Pelton replaces the staybolt caps with an arc welder in preparation for hydro test to 1225.

Old Pere Marquette boilermaker shows he hadn't lost his touch on this job.

MSURR club member Mark Campbell fills the Berkshire's boiler in preparation for important hydro test in November, 1972.

Rather than watch a grid game at East Lansing, these boys are busy replacing blow-off cocks.

IN SEARCH OF STEAM

Mike Eagleson

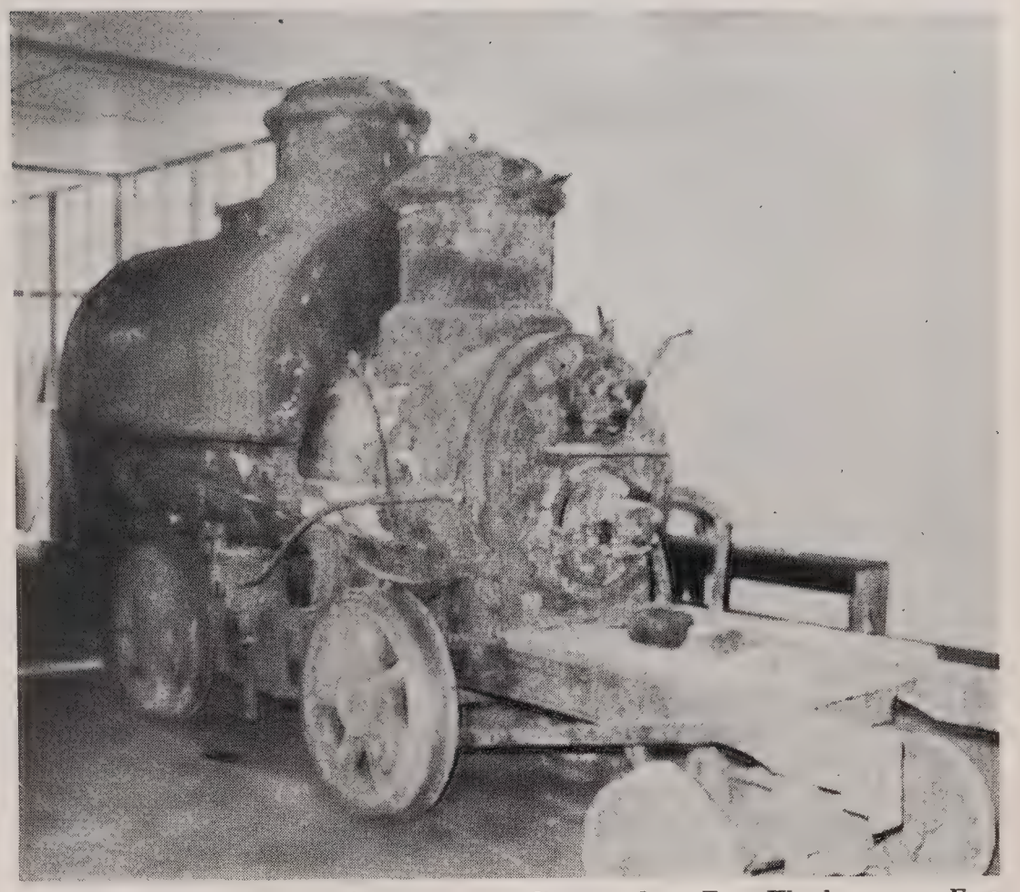
ONE of our country's newest and most historically accurate steam tourist lines, the Scott & Bearskin Lake, runs to the pretty body of water for which it is named, formerly part of the Arkansas River, about ten miles from North Little Rock, Ark., on state highway 130. It has four steam engines. Two were built in 1906, the year *Railroad Magazine* was founded, and the other two in the following year.

Three of them are Baldwins Moguls (2-6-0): No. 1 (1906), with a bulging Rushton-type smoke stack; No. 2 (1907), and No. 201 (1906), a veteran of Panama service. Those three came from the Moscow, Camden & San Augustine at Camden, Texas, and are either operable now or soon will be. The fourth engine, No. 7, the most recent accession, is a Prairie type (2-6-2), built by American Locomotive Co. in 1907. She came from the Long Leaf Lumber Co. in Louisiana, where she was the last woodburner to run in regular service anywhere in the United States. Her diamond stack is authentic.

Likewise authentic are the cabbage stack on No. 1 and the diamond stack on No. 7, both engines having been built as woodburners with those stacks. There is nothing phony about these old-timers—unlike many steamers built in the 1920s, to which some tourist roads have superimposed balloon stacks to make them appear to have come from the Old West of the 1880s.

S&BL Railroad plans call for a ten-stall roundhouse and acquiring three more steamers to bring their total to seven. Malvern Sand & Gravel's 0-6-0 No. 1 (Davenport, 1913) and a 1931-built 0-6-0, No. 5, are being considered, along with a final engine to be used for spare parts only. This should eventually make the Bearskin Lake line one of the largest of all steam tourist roads, reports Clinton E. Hull, 203 E. 16th St., North Little Rock, Ark. 72114.

ANOTHER new tourist line, the Nebraska Midland, is now operating out of North Platte, Neb., with former 2-8-0 No. 69 from the extinct Black Hills Central in South Dakota but originally from the White Pass & Yukon in Alaska and Canada. This sturdy narrow-gage coalburner (Baldwin, 1908) still retains the fake diamond stack installed by the BHC in the 1960s.



A locomotive, buried for 60 years, was discovered at Fort Worden, near Fort Townsend, Wash., on Feb. 22, 1973. The 36″-gage engine was used during the construction of coastal gun emplacements at Fort Worden and Fort Flegler, Wash., from 1890 to 1910. After the locomotive had served her purpose, she was buried about 1913. A building, placed over the burial site in 1940, was being dismantled when the engine was discovered. Identification is proving difficult due to sketchy records. Restoration depends on fund availability.
Ken C. Brovald, 16345 Fremont Pl. No., Seattle, Wash. 98133

TWO Union Pacific 4-8-4's were in Salt Lake City this past September. No. 844 was exhibited for five days at the UP station in conjunction with a system tour by railroad officials and an address by the company president to the city's Chamber of Commerce. She was kept in steam to heat the passenger cars. Two blocks away, UP 4-8-4 No. 833 was finally getting a protective chain-link fence installed around her. Placed on display at Pioneer Park last year, she faced the public proudly, for only two weeks before vandals broke all the glass in her cab windows, gages, headlights, and markers! "But why?" asks Nathaniel Goodman, 6053 S. 2300 East, Salt Lake City, Utah 84121, who sent me this news. I don't know why. A psychologist told me the other day that weak-minded kids do such things because they get a malicious kick out of "biting" the civilization that feeds and sustains them.

THE 1974 excursion season of Steam Heritage Corp., P.O. Box 622, Bedford, Pa. 15522, will center around their 2-8-0 No. 622 (road number changed to match their box number), formerly Buffalo Creek & Gauley No. 13. She is now stored at the Western Maryland enginehouse in Ridgely, W. Va., near Cumberland, Maryland.

WANT TO BUY the Denver & Rio Grande Western's famous 92-year-old, 45.2-mile branch from Durango to Silverton? The company has it up for sale for $1.8 million, including steam locomotives, cars, stations, roundhouse, trackage, and right-of-way. D&RGW wants out of the passenger business. Although more than 105,000 passengers rode the Silverton line last year (and I don't know yet how many this year), most of the railroad brass collars don't like to be in the tourist business. Careful attention is being given to would-be buyers to insure that the latter will operate the three-foot-gage route for years to come, rather than merely strip it for steel and its historically valuable 2-8-2's.

TWO MILES east of Disneyland in Anaheim, Calif., a narrow-gage, outside-framed 2-8-0 sits waiting patiently for display at a Railroad Restaurant

when it opens on Katella Avenue. Who knows her history?

KETTLE MORAINE RY. at North Lake, Wis., doubled its steam motive-power roster by acquiring ex-Cadillac & Lake City No. 2, a Baldwin 2-8-2, formerly from the Rayonier in Washington State. She may be running next season, along with their ex-McCloud River 2-6-2 No. 9.

A BUSINESSMAN and promoter from Alma, Kan., accuses the Santa Fe of cold-heartedness. The Flint Hills Railway, Inc., had planned to buy 34 miles of unused Sante Fe track between Alma and Burlingame to operate a steam tourist road; but the Santa Fe began tearing it up and, at this writing, has nearly finished the job. In October '72 the Santa Fe agreed to sell it to the Flint Hills Railway, but ICC approval was required by December 1, 1972. When the okay didn't come through on time, the big system started to lift rails under a salvage contract. Santa Fe officials refuse to give a reason for their refusal to sell, aside from saying that ICC approval came too late. My personal guess is that they don't want to be bothered with the shipment of steam locos, cars, and other equipment which would be routed over the ATSF to the proposed new tourist road. Even at this late date, however, public reaction might get the giant road to change its mind.

BY CONTRAST to the foregoing news, the Southern Railway System has an enlightened and progressive policy regarding steam power. Steamers are returning to the transportation scene in growing numbers as a few railroads capitalize on their nostalgic value for excursion business. The Southern, for example, which owns two steam locos and leases two others, runs steam trains off and on from April to November. Last year they handled 35,000 paying passengers in 8,000 miles of operation. Next year they expect to do even better.

When Southern 2-8-2 No. 4501 the Schiltz Brewing Co. circus train between the Circus World Museum in Baraboo, Wis., and Milwaukee for the annual "Old Milwaukee Days" celebration, an estimated 200,000 people lined the right-of-way to catch a glimpse of a steam train.

How much longer can roads like the Santa Fe and Southern Pacific continue to ignore the public relations value of such trains? Sure, they're in business to make money; but so is the Southern—and the rail industry is in trouble not only with shippers but also with passengers and the public in general. Relatively few people have nice things to say about railroads today. But, Mr. Brass Collar, when huge crowds show up at a station to see a steam train, that's the time to hit them with an introduction to your latest piggyback car or high-capacity, cushioned-end boxcar.

The steam locomotive, with all its picturesque appeal, is just begging to be turned loose again. But aside from tourist lines, only the Clinchfield, Southern, Rio Grande, Union Pacific, and Canadian National have discovered it. Let's hope some other big roads get the message.

WILL the *Freedom Train* roll again? I hope so. Railfan Ross E. Rowland has far-reaching plans to revive this train, using steam power, to help celebrate the 200th anniversary of America's independence. His purpose is to bring this country's history to its people on a 25-car museum train.

Rowland, 33, has taken a three-year leave of absence from his six-figure job as an official of a Wall Street commodities concern to head the American Freedom Train Foundation.

The Foundation was approved as nonprofit last year by the Commonwealth of Massachusetts and this June by the Internal Revenue Service. It aims to raise $20 million from all sources, including pennies from American school children, for "a fair on wheels."

"We'll take the Bicentennial to the American people," says Ross.

If enough money is raised, the train will roll out of St. Augustine, Fla., America's oldest city, on April 1, 1975, with Ross at the throttle of its steam locomotive, for a long journey through all 48 of the contiguous states. It will utilize exhibits, slide movies, music, and all the latest theatrical techniques.

Ross promises: "We'll carry everything from the Liberty Bell in Philadelphia, if we can, to moon rocks."

New Steam Literature

A rather long illustrated article on his recent 30-day tour of South America to photograph steam power and other rail scenes, by Harold F. Van Horn, a retired C&NW engineer of Altoona, Wis., appeared last Oct. 5th in the *Locomotive Engineer*, B. of L.E. Bldg., Cleveland, Ohio. Steam fans considering a similar trip would find Van Horn's details entertaining and helpful. There is still plenty of steam in South America.

Two new British books of unusual interest, published by Ian Allan, may be had from *Railroad Magazine* Book Service. Each has 128 or more pages 7x9½", copiously filled with high-quality steam pix. One is *Railway World Annual 1974*, edited by Alan Williams, b&w plus color, England, Scotland, Wales, a special section for preserved railways, £1.50. The others, *LMS Album No. 3*, edited by Brian Stephenson, has nearly 200 London, Midland & Scottish photos, all b&w, color jacket, £2.50.

Repairing Steam Locos

HERE are some simple "do-it-yourself" repairs for minor breakdowns of steam power suggested by

Ex-Reading 2102 highballing fantrip across bridge at Medina, Ohio, in 1971.
Ray Lakofsky, 4975 River Rd., Perry, Ohio

Paul C. Reppard, Jr., who was a steam locomotive engineer on the old Alabama, Birmingham & Coast:

(1.) A short section of the spinkler hose can be slipped over each end of a broken equalizing reservoir pipe.

* * *

(2.) A five-cent piece makes a good blind gasket for the equalizing reservoir pipe. Install it at the union at the T fitting on the brake valve.

* * *

(3.) An effective pipe plug may be devised by inserting a stick of pin grease in any broken pipe. Then stuff a rag or piece of waste in the pipe, after which flatten the pipe as much as possible.

* * *

(4.) In case of a broken spring or spring hanger and when it is necessary to block up in order to proceed, a very effective "lizard" may be improvised by stacking three or four angle-bars on top of each other in stair-step position. An engine truck or a driving wheel may easily be run up on the angle-bars to a height sufficient to insert blocking under the spring saddle or an equalizer.

* * *

(5.) For a broken train-line pipe between the locomotive and tank: Couple the train-line pipe into the signal pipe at the front of the engine and couple the signal line to the train line on the car next to the engine, thus detouring your brake-pipe pressure through the signal line. If this is done on a passenger train, you will, of course, watch for hand signals when approaching flag stops.

* * *

(6.) When you have a hot journal and your cellar grease supply becomes exhausted, get some large bars of laundry soap and use them in your grease cellars.

* * *

(7.) If you can't get pressure to the automatic brake due to a broken pipe between the feed valve and brake valve, plug the breaks and reduce the main reservoir pressure by reducing tension on the low-pressure side of the pump governor and run with your brake-valve handle in release position.

* * *

(8.) Should an occasion arise when you can get neither feed valve or main reservoir pressure to the automatic brake valve, proceed as follows: Connect your brake-cylinder pipe to the train-line pipe between the engine and tank and close the cutout on the driving brake-cylinder pipe.

Increase the tension on the reducing valve to train-line pressure and slack off on the return spring set-screw. Run with the independent brake valve in application position to keep your train brakes released. To apply train brakes, place the handle in release position until the desired reduction is obtained. Be sure there is no pressure in the driving brake cylinder before you close the cutout cock. At frequent intervals afterward, see if your driving brakeshoes are free from the tires, because a leaky cutout cock might allow pressure to build up in the driving-brake cylinders.

* * *

(9.) If your headlight plays out, take the wire and socket from one of your classification lights and hang it over your number plate with a headlight bulb in the socket. This will give you enough light.

* * *

(10.) Stop and investigate when the first sign of trouble shows up and you will save time and possible serious damage to your locomotive. A warm pin is easier to cool than a hot one, and it is easier to tighten a loose nut than to find a nut to replace one that is missing.

* * *

(11.) Broken pipes may sometimes be repaired quickly by cutting a gasket from the sprinkler hose or an air hose. Insert the gasket at the break and wedge the pipe tight with brakeshoe keys.

* * *

(12.) When a defect shows up, try to get your train between switches at a passing siding or to a telegraph office, in order to avoid delay to other trains. ●

Springtime in the Rockies? Cumbres & Toltec Scenic R.R. found its line up over Cumbres Pass covered with deep drifts in May '73 and the tourist train schedule due to begin in a few short weeks. Nos. 483 and 484 were sent up to break through. 484, derailed at Windy Point, was back in time for opening.
Jerry B. Day, 7365 E. Severn Pl., Denver, Colo. 80220

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

CHRISTMAS AT CRAGHEAD

by Gilbert A. Lathrop

A FEUD between two dour and obstinate Scotsmen, both of them railroaders with uncommon ability, hung over the desolate, snow-covered right-of-way that led through Wolverine Pass in the Canadian Rockies. "Blackie" Denton didn't learn about it until he had been on the Pacific & Alberta Railway for several months, and then it crossed his path unexpectedly.

Blackie was a peppery little engineer who had drifted up from the States to work there at the express invitation of John Powell, the general manager. With him had come "Alec" Moore, a young fireman recently promoted to the right-hand side, and "Lanky" Hanks, a happy-go-lucky, gangling trainman, both of whom were working now on the mountain railroad.

Two others had arrived with them: the redheaded buxom Mrs. Timothy Flanagan, a widow who was keeping a boarding-house for "rails," and her helper, Myrtle Tyson, a dark-haired shapely wisp of a girl known as Cinderella.

In the few weeks since winter had settled down grimly over the Canadian Rockies, Blackie had acquired the reputation of being one of the most capable snow-buckers on the P&A. You would have thought the old runner was satisfied to pull freight on this roaring iron pike; and so he was, after a fashion. But Blackie's way of expressing satisfaction was to find something to beef about. You wouldn't exactly call him cantankerous, for the grumbling was mostly on the surface, and yet he wasn't easy to work with, either.

Right now, in the cab of the 967, he was muttering to himself about the orders that were wadded up and shoved in the notch of his throttle ratcher—orders instructing him to run twenty miles per hour from Wolverine Pass to Craghead, the division point that lay at the foot of the heavy grade.

Twenty miles an hour on standard gage is not fast running. But the P&A down Wolverine Pass was crooked as a corkscrew. Added to that, a blizzard was blowing from the north, so the track was invisible a dozen feet ahead of the butterfly plow on the pilot of his engine.

Blackie rode with his dark eyes puckered against the sting of snow pellets, and shining globules of moisture clung to his gray-streaked mustache. Coupled to his 967 was another Baldwin, the 969, Alec Moore's regular engine.

"I reckon Shamus Cut is blowed full of snow," grunted Blackie, more to himself than to his fireman, Ed Bruce.

The engineer tugged his throttle out a few notches to speed them up on the tangent which extended for the next quarter-mile. His electric headlight cut a dim swath through the falling dusk.

"A feller's got to feel his way tonight," he went on, closing his throttle.

Across the open deck the thick-necked fireman blinked owlishly at him. Blackie and Ed made a good pair. They worked together amicably enough, but rarely spoke directly to one another. Both were reticent types.

At the far end of Shamus Cut was a sharp curve where snow-heaped granite chunks hung precariously above the rails, poised, it seemed, to fall on the slightest provocation. Their presence never appeared to worry Blackie Denton, who was too busy to think of problems that belonged rightly to the section crews. But this night a hunch was disturbing him and he took care to slacken speed in easing around the ill-omened curve.

An unprecedented wave of traffic was rolling over the Pacific & Alberta Railway that winter. Blackie wondered when it would ever end.

Every sidetrack, yard, and storage spur was jammed with loads. This accounted for the twenty-miles-per-hour order given to Blackie.

"How come they call this place

Shamus Cut?" he shouted across the cab to his fireman.

"Tom Shamus piled up here six months ago," said Ed, throwing a few more scoops of dirty snow-filled slack into the firebox.

"Killed himself, huh?"

The young man straightened, resting on his scoop handle. "Naw. Fired." He jammed the scoop into the coal and resumed work.

Blackie sounded a long and a short warning whistle for Shamus Cut and the sharp curve beyond. Halfway through the long blast, a blob of red leaped into view through the storm. Like a glowing halo, it moved rhythmically back and forth across the rails. Blackie changed his warning whistle to two short blasts and pulled his air valve over in a heavy reduction.

By the time they halted halfway through the cut they were even with the red light. It proved to be a fusee which dropped red-hot pieces of sulphur sputtering into the snow. A bundled-up, bewhiskered individual in a beaver cap stood there, thigh-deep in the white drift. The fusee hung motionless in his right hand. Blackie leaned out the cab window, eying this strange figure.

"What's wrong?" he demanded.

"You'll find rocks down on the track around yon curve," the man said.

ED BRUCE stood in the gangway, looking at the stranger. "Hello Tom," he called down.

Tom ignored the friendly greeting and headed up the track.

"Just a minute," Blackie called after him. "We owe you thanks. I'd have plowed into them boulders if you hadn't flagged up."

The man turned briefly. "I want none of your thanks."

"He's been like that ever since the wreck," said the fireman, "only he gets a shade worse every time I see him."

"Who in hell is he?" Blackie asked.

"Tom Shamus. The man who piled up on the next curve."

"Did the wreck knock him cuckoo?"

"Not quite. He got fired for exceedin' a slow order through the cut."

The crew from the engine behind, Alec Moore and his fireman, Norman McTavish, came through the snow. Blackie told them what was wrong. Together the four men wallowed into the deep drifts, started around the curve, and soon came upon the obstruction, half a dozen huge chunks of granite. These they pushed to one side.

As the last piece went tumbling end over end down the steep slope, Blackie remarked: "That bird Shamus is an unfriendly cuss, but he sure did us a noble turn. Where does he live?"

"He's got a cabin along the ridge above here. Lives like a hermit."

A LIGHT filtered from under the door to the master mechanic's office. Blackie went in to register and make out his work report. When he finished he rapped at the panel and was invited to enter by the deep voice of "Sandy" McTavish, who supervised the engine service on Wolverine Pass.

McTavish was seated at his desk, a bulky man with a fringe of red-brown hair and jutting brows. "Weel?" he greeted in a hearty manner.

"Hell of a note," spat Blackie as he pulled out a plug of chewing tobacco, "givin' orders to run twenty miles an hour through this kind of blizzard."

"Thots' doin's of the dispatcher, an entirely different department from mine," said Sandy in a deep burr. "But by the looks of ye, 'tis not speed botherin' ye this night."

"Right." agreed Blackie. "Tonight we got saved from a nasty wreck by a fellow who flagged us down."

"Tom Shamus?"

The engineer nodded and asked, "Is Shamus in the habit of savin' trains?"

"He's done it before."

The official leaned forward across his desk.

"Seems he's entitled to credit," Blackie spoke as though to himself.

"Tom Shamus is a hard unforgivin' mon not entitled to credit or sympathy," McTavish said hotly.

"I'm told he was an engineer on the P&A?" Blackie inquired.

"He was," admitted Sandy, looking at the time. " 'Tis gettin' late."

Blackie took the hint and left. The situation was tense. Between McTavish and Shamus he sensed a deep-seated antagonism. But why?

Later, at Mrs. Flanagan's boarding-house on Railroad Avenue the hogger found Lanky Hanks seated at the head of the long table. A dozen train and engine men were waiting impatiently for meals. From the kitchen came the unmelodious voice of the jolly Irish woman as she sang *Mother Machree.* Savory odors of succulent food filled the air.

"Chicken an' French fried spuds an' bran muffins," Blackie murmured as he headed for the washroom. Then he seated himself and looked up and down the table. Suddenly he asked: "Did Alec tell you fellers about us gettin' flagged tonight?"

"Yes," said one man.

"I stopped by to tell McTavish about it," Blackie went on, closely watching the faces of his listeners.

No one commented.

"Just what is this feud between McTavish an' Shamus all about?"

"That's what a lot of us would like to know," said the corpulent conductor on the hill crew.

"Don't any of yuh know anything?" Blackie persisted.

"We know McTavish was ridin' with Shamus the night of the wreck," said the fat man, "and before that night him an' Sandy was the best of friends."

"I think Sandy would reinstate Tom Shamus tomorrow if Tom would ask him." volunteered a switchman.

"Then why don't Tom ask to be reinstated?"

"Bullheaded," grinned the skipper.

Ma Flanagan came from the kitchen then, carrying a platter heaped with fried chicken, and all thoughts of Shamus, McTavish, and their feud were temporarily forgotten.

ASIDE from the close-mouth master mechanic, few of the men knew much about Tom Shamus. It was generally agreed that McTavish had been riding with Shamus on the night of the wreck and that Shamus had been given a slow order over Wolverine Pass. Just what had happened to cause the pile-up was not known to the rank and file of the men. Nobody was killed or even hurt—except the fireman, who was buried with all the honors a Brotherhood lodge could bestow.

At the investigation everybody had supposed McTavish would come to the defense of his friend. Instead, he placed the entire blame for the wreck on Tom's shoulders.

Since that night the discharged hogger had lived a lonely existence in a tiny log cabin halfway up Wolverine Pass, chopping enough crossties to keep him in clothes and food.

The next trip after the one in which Tom had flagged them, Blackie located his cabin. It was set against a clump of black spruce near the right-of-way. A wisp of blue smoke seeped out of its chimney.

Shortly afterward, conductor Hanks

came over the train and dropped into the deck of Blackie's 967. He eyed Blackie speculatively, then stood at his side and remarked: "It seems to me a railroad company should appreciate having someone save 'em from a nasty wreck."

"I reckon they would," said the engineer, "if they knew about it."

FOGS blow in from the steel-gray Pacific Ocean and pile up against the Continental Divide where they fall in the form of rain during the summer months and snow during winter. By the first of December a blanket almost eight feet deep covered Wolverine Pass, while in Craghead the snow was almost half that depth.

Massive rotaries were kept in readiness to battle great drifts and slides. Wedge plows and flangers ran ahead of almost every train. Blackie Denton and his friends had done plenty of snow-fighting back in the States, but never like they did up here in Canada.

Alongside a short spur track just below his cabin, Tom Shamus had several piles of ties representing his summer's work. Money derived from their sale would feed and clothe him through the coming year. Blackie had scrutinized those ties since he learned they belonged to Tom. Each one represented hours of back-breaking toil with a broad-axe. The tie-spotter had not yet come through to check them.

December second found Blackie helping a train up Wolverine Pass. His 967 was cut in directly ahead of the caboose. At the spot where Tom's tie piles were located the train was halted while a couple of empty coal cars were set out there. Blackie dropped down to look over the running gear. Suddenly he felt a presence nearby and turned. Tom Shamus was standing a few feet away, staring with inscrutable eyes.

Blackie noted that the ex-engineer's feet were wrapped in burlap sacking. His mackinaw was worn threadbare and the elbows had been patched and repatched. The man's face looked pinched and thin, as though he were not eating enough. But Blackie said nothing, remembering the antagonism.

"The wedge holdin' your main rod brass is gonna work loose if you don't tighten the set screw," Tom said in a casual tone.

Blackie fitted his wrench about the set screw. When he had pulled it up as tight as it would go he turned and said: "Thanks. You got real eyes."

The other man made no comment. Blackie observed he was looking at the 967 with what seemed to be a great longing. Impulsively Blackie jerked his head toward the warm cozy seat.

"Why not ride to Wolverine Pass an' back here, with us?" he invited.

The recluse hesitated. "I'd like to, if it won't get you in trouble."

"It won't," Blackie said.

Ed Bruce made no comment when the ex-engineer climbed into the cab. Tom stepped over beside Blackie's seat and grasped an overhead brace. Slowly he breathed in the odor of the engine, drawing it deep into his lungs. A trace of moisture filmed his cold blue eyes.

"Railroadin' kind of gets into your blood," Tom said in a fuzzy voice, and Blackie agreed.

THE ENGINES on the head end whistled off and Blackie answered. Slowly the heavy train got under way, shotgun stacks blasting black clouds of smoke up the steep mountain sides. Blackie watched Tom covertly. The hermit's face had changed, his eyes glowed, and the stoop went out of his shoulders. Blackie hooked his reverse lever to where he figured his engine did her best work and leaned back against the cab.

Hesitantly Tom touched him on the arm and remarked: "I used to run this engine quite a bit."

The other man nodded. "She ain't so good." he said conversationally, "an' she ain't so bad, either."

"I always found she did her best work on the hill in the half stroke."

Blackie had been working the 967 lower than that on the quadrant. Now he tugged his reverse lever up to the half stroke. The difference in her performance was quite marked and he knew she was handling more tonnage than usual.

"Thanks," he said.

Icy blue eyes crinkled in a swift smile. "The fact is," Tom said confidentially, "the reach rod is too long on this engine. You can put her two holes behind center on the quadrant and she'll still go forward."

The drag wound along the side of an almost precipitous mass of stark granite, snow-capped now, stark in its grandeur. A pale sun glinted on its white surface and etched it against the blue vault behind.

A touch on his arm caused Blackie to look around. Tom pointed up toward where the snow fields merged into a steep-sided V, over a thousand feet above them. Blackie could see the tumbled ridges of snow which formed a floor to the gully and he knew the mass must be many feet deep.

"By Christmas," said Tom, "that canyon up there will be carrying a glacier of solid ice. I've seen it break off in masses fifty feet thick and hundreds of feet wide and avalanche down over the track. Soon now, the P&A Company will send in engines equipped to smash those ice blocks to powder and keep the rails clear."

"Supposin' one of them blocks of ice comes down on a train?"

"That's the pleasure of running an engine on Wolverine Pass," said Tom, with enthusiasm. "A man constantly gambles with Nature. Sometimes Nature wins. . ." His voice went silent.

Blackie got to his feet. "Why don't you get up here an' handle her to the pass?" he questioned.

"I'd like the feel of a throttle in my hands again," Tom said quickly, sliding onto the seat vacated by the engineer.

The man from the States sensed that an invisible bond had grown between him and this blunt recluse. Otherwise, the bullheaded man would never have consented to ride the cab of the 967, nor handle her.

They jogged along in silence. Then Blackie eased closer to speak into Tom's ear. "It's none of my business, but I happen to know Sandy McTavish would reinstate you in a second, if you'd go to him an' ask."

As though this were an insult, Tom's face froze into anger.

"I'll thank you," he said coldly, "not to interfere with my personal affairs."

"I'm sorry," Blackie apologized hastily, and Tom's features relaxed.

ON DECEMBER fourth the tie-spotter rode the cab of Blackie's engine to the spur where Tom's ties were neatly piled. He was an unfriendly, hatchet-faced, pale-eyed skeleton of a man who had nothing to say after he had asked and received permission to ride the cab.

When the train slowed for him, the tie-spotter dropped off with his pot of black paint and brush, and walked through the deep snow toward Tom's wood piles. Blackie nodded to himself. The former engineer would get paid in the near future for his summer's labors. Maybe he'd be able to buy overshoes and a new mackinaw. The man certainly needed them, up here on Wolverine Pass.

When Blackie came down the mountain a few hours later, running light, the tie-spotter was waiting to ride back to Craghead with him. Blackie slowed to a walk, his eyes on the exposed ends of Tom's ties, and he frowned.

Two thirds of those ties showed a black circle. That meant they were culls! A few had three vertical marks, meaning they were third-class, fewer had two marks, and less than a dozen had the single mark designating them as first-class and worthy of top price.

The tie-spotter had swung on the 967 and climbed into the cab where he was hugging the hot boiler-head, rubbing his half-frozen hands together to restore circulation.

"Looks like most of them ties are culls," Blackie called to him sourly.

The spotter's eyes had a crafty light in them.

"Yes, it wasn't worth the trouble of goin' up to mark them. But," he went on flatly, "I expect the company will probably offer him a dime apiece for the culls. Then can use them in sidin's and yard tracks."

"I've noticed more than a few of your mainline ties carry a black circle," the little engineer snapped. "Is that the kind of racket you birds pull on these poor tie-hacks?"

The spotter shrugged his shoulders. "Business is business," he said, moving over to the fireman's side to occupy the brakeman's seat.

Blackie cursed under his breath. He knew the approximate price of first-class ties, and of second and third. The check Tom would get from the company for his summer's work would hardly keep him in food for a month.

Later on, Blackie was making out his work report when Sandy McTavish clumped into the locker room. The engineer looked up, grunted a curt greeting, and Sandy returned it.

Blackie growled: "We took a tie-spotter along with us today."

"Aboot time one showed up," grunted the master mechanic. "There's plenty of ties needin' spottin'."

"He marked Tom Shamus's piles."

"He did, did he?"

"Yeah, an' culled damned near all of 'em." Blackie jabbed the point of his stub of a pencil into the air to emphasize each word. "How's Tom gonna eat this comin' year?" demanded Blackie.

"'Tis his own worry."

"Why don't yuh reinstate him?"

"Whenever Tom Shamus comes to me like a mon, ready to make amends, I'll put him back to runnin' engines again," said Sandy with austere dignity, "an' not before."

"Is it true there was another man in the cab the night of the wreck?" Blackie persisted. After waiting in vain for McTavish to answer, the hogger went on: "Mebbe he'd help to straighten out the trouble—if yuh could find him."

"Your job is runnin' engines. Denton," the M.M. said angrily. "If we should ever need a detective we'll call on the mounted police."

A COUPLE of days later two powerful Mountain-type engines came in from Toronto where they had been equipped for snow and ice service. They were small-wheeled, with ungainly boilers. Blackie and Lanky and Hanks and Alec Moore went down to look at them and were amazed at the Canadians' ingenuity. Adorning the entire front ends of the 4-8-2's were heavy, steel jackets thickly studded with powerful steel spikes.

"Those brutes could crumble solid granite!" ejaculated Alec Moore.

"I wouldn't go so far as to say that," drawled Lanky, "but they'd make frozen sawdust out of ice."

"I think I'll proposition Sandy for the runnin' of one of 'em," said Blackie Denton, and headed toward the master mechanic's office.

McTavish was more than willing to put the sharp-spoken runner on one of the new engines.

"Tom Shamus used to handle one of them when he was workin'," Sandy said absently.

Blackie glanced at a calendar across the office. "Christmas is only fifteen days off."

Sandy's eyes grew soft. "A great season," he said, "an' we try to honor it fittingly here in Craghead."

"Sandy Claus bushes an' such, eh, Mac?" Blackie grinned.

"Every home here will have a decorated tree."

"Where do yuh get them?"

"Within the next ten days." said the M.M., "one of the conductors will set out an empty coal car on a spur close to plenty of pines an' spruces. Then a gang of us will ride up with hatchets, chop down enough trees, an' load 'em in the coal car. The first train down after thot will pick up the car and bring it into Craghead."

"The use of the car for haulin' the trees is kind of a gift by the railway company, huh?" asked Blackie.

"Yes. An' the company always gives the wee laddies an' lassies stockings of candy, oranges, and nuts. Last Yuletide we had the big tree in the section house. I mean the tree where the children get their gifts."

"I reckon Mrs. Flanagan would be more'n willin' to have it in her big cheerful boarding-house this year."

"I've been meanin' to ask her," said Sandy. "Wull ye do it fer me?"

"Sure," agreed the engineer.

WHEN Blackie entered the boarding-house he found the proprietor busy with needle, thread, and cloth.

"What yuh sewin' on, Mrs. Flanagan?" he asked, warming his hands at the pot-bellied stove.

Her blue eyes twinkled. "'tis a nightcap for Lanky Hanks."

"I just been talkin' to Sandy McTavish. He says he wants to have one of these Sandy Claus bushes fer the children in the boardin'-house Christmas Eve. He's wonderin' if you, Mrs. Flanagan, will consent to holdin' the party here."

"A Christmas tree," she breathed, "an' a real celebration right here in me own home!"

"Sandy kinda figured yuh would like it if I asked yuh," said the engineer.

BLACKIE was given the new engine, 1626, to run next trip. She was sluggish of movement, but powerful. The spike-studded shield on her snout gave her a formidable appearance. Blackie had little confidence in her ice-fighting efficiency until they were almost halfway up Wolverine Pass. There they found a cut filled with the massive blocks of ice and snow. The 1626 was coupled on the head end. When they halted, a brakeman cut her off. He gave Blackie a rollicking high sign and the veteran runner blasted his 1626 forward.

Ice and snow slowed the mighty mass of iron and steel, but that was about all. Beneath the smash of those spikes the barricade disintegrated. With a final surge of might the 1626 burst through.

When they passed Tom Shamus's tie piles, Blackie saw the whiskered recluse sadly looking at the black circles on the ends of his ties. This time he did not wave a greeting.

Farther on, the train halted at a short spur track. Above this spur was a thick growth of second timber. In

this were hundreds of beautiful little spruce and pine trees, perfect for Yuletide decorations. A steel gondola was shoved back on this spur and left.

"Fer half a cent," decided Blackie as the train moved forward once more, "I'd lay off the day the boys come up to cut them trees an' go along with 'em myself."

The older railway heads, particularly those working in the Rocky Mountains, will never forget that winter. Blizzards blew down from the north. Highways were blocked, power lines wrecked by ice, and the railroads fought grimly to keep trains operating.

Going down Wolverine Pass one afternoon Blackie looked across toward Tom's cabin as his engine rumbled past. It was framed on both sides by stately pine trees, ghostly green, white-tufted high on their branches. Behind the cabin was a bench of granite twenty feet high, sheltering the abode from the pitiless blasts of winter. On top the bench was capped with frozen snow which had built up until it now hung ominously over Tom's shack.

"Somebody ought to warn that old walrus," Blackie muttered. "If that snow mass broke off an' came down, it'd make matchwood out of the place."

For a second he was tempted to stop and caution the ex-engineer. Instead, he kicked his brake valve around to release and growled: "He's surely noticed it by this time. It'd probably make him sore if I butted in anyhow."

CRAGHEAD next morning was blanketed under a smoke-grimy blanket of white. Brown, yellow, and black smudge hung low above the snow-covered house roofs. The air smelled stale and oppressive. Blackie was called to work in a pea-soup fog. He found his engine, a ghostly misshapen mass, over the cinder pit. The brakeman switched out their train by the aid of fusees. Oil lanterns wouldn't pierce the heavy white curtain.

When he stuck his face out his cab window Blackie could feel the cold, clammy mist on his skin. But by the time their train was made up and ready to go, the fog was being dissipated by a fresh breeze. On the level above Craghead the mist was twenty feet above the earth, and by the time they had gone a half a dozen miles pale sun rays filtered down.

Slowly they blasted through Shamus Cut and out the other side. The undersized runner sat facing across the deck, watching for the cabin. With a sudden shock he half raised from his seat. Where the shack had been the night before was now a tumbled white mass, unbroken by darker color! With a muttered oath he reached up and pulled a single sharp blast from his whistle. Then he closed his throttle and gave the train a ten-pound reduction.

As they slowed to a halt, Ed Bruce, who was feeding the firebox, looked up and yelled, "What's the matter?"

"Looks like a snowslide got Tom Shamus," Blackie said, pointing.

After one glance, the fireman dropped off into the snow. Blackie followed. They walked over to where the cabin had been. The snow mass had obliterated every trace; only mute whiteness testified to what was beneath.

Blackie cupped his hands about his mouth. "Tom Shamus!" he bellowed. A gaunt spruce tree creaked dismally in answer.

"He's buried somewhere under us." Ed spoke in a hushed voice. "We couldn't dig him out in a week. An' it wouldn't help him any if we did."

"Guess you're right, tallowpot," said Blackie. "Let's go."

Their freight train wound along the mountain, locomotives laying a smoke screen across exposed granite and discoloring the virgin whiteness of snow. The 1626 nosed into the long sprawling snowshed and smoke oozed through the vents in the roof. It was gloomy up here above timberline. Steam condensed against the ceiling and fell in greasy black globules. The air was murky and each exhaust blast was intensified.

A SHORT distance below the depot the main line branched to a housed-over spur with a turntable at the far end. Beyond this was a ramshackle structure composed of half-rotted crossties stood on end. The roof was made of dirt; cracks were chinked with old newspapers and dirty cotton waste. At one time a snow-shoveler had lived there through the winters, but more recently the company had moved him away.

As the pony truck wheels of the 1626 thumped noisily on the turntable Blackie Denton noticed a sliver of orange light in a crack beside the door. As he halted his engine in a perfect balance on the table, the door opened. For a brief terrifying moment the hogger thought he was seeing a ghost, but the figure that moved slowly toward the engine soon resolved itself into a familiar shape, and Blackie uttered a gasp of relief.

Yes, it was Tom Shamus. The recluse shuffled up to the long handle which propelled the turntable, and lifted a hand to salute Blackie, who had climbed from the cab to help turn his engine.

"So that snowslide didn't get yuh when it tore down yuhr cabin."

Tom shook his head. "Nope. I was outside, gettin' wood for a fire."

"I suppose yuh lost everything yuh owned, except your clothes?"

"Yes." Shamus began shoving at the turntable handle. Silver light from the headlight on the 1626 moved erratically along the wall of the snowshed.

"What are yuh gonna do now, Tom? Stay up here an' rot?"

"Here's good a place as any," came the gloomy answer.

"If the loan of a few dollars would help—" offered Blackie impulsively.

The hermit straightened up. "I ask favors of no man," he said proudly.

Blackie didn't press him. After the 1626 had been turned, Tom walked back toward the tiny hovel without another word.

Later, when his engine halted on the cinder pit at Craghead, Blackie went into Sandy McTavish's office. The burly master mechanic was ruminatively puffing at a black-bowled clay pipe, his feet propped on his desk top. He grunted a greeting to the engineer.

"A snowslide swept Tom Shamus' cabin down the mountain early this a.m.," the visitor blurted out.

Sandy's feet dropped from his desk top. Beneath his beetling brows, his eyes were bleak.

"Did it kill him?" he gasped.

Blackie shook his head. His lips twitched in an understanding smile as he decided that now he knew the setup. Between the M.M. and Tom Shamus, there must be a bond of hidden affection, although neither man would admit it. Evidently both men hungered for the first overture of peace from the other. Yet neither of the two dour Scots would make that peace overture.

The master mechanic leaned across his desk, arms resting on the top. "Where is Tom now?"

"In that abandoned shack in the snowshed at Wolverine Pass."

WITH the approach of Yuletide and the knowledge that her big dining-room would be the scene of a real Christmas party, Ma Flanagan

and her assistant, Cinderella, had begun preparing for it. Tinsel was hung along ceiling and walls. A massive green and red paper bell was suspended from the ceiling, and swinging streamers of gaily colored paper swayed to it from all four corners.

When Blackie passed the empty gondola set out on the timbered spur, he wondered how soon the gang would go up there and chop the trees. Of course, the unprecedented business moving over the Pacific & Alberta was making it hard for the men to get away.

On December 20th Blackie cornered Sandy McTavish in his office and questioned: "Say, Mac, when are yuh goin' up for them Sandy Claus bushes?"

Sandy grinned. " 'Tis hard to get off even an hour. Every day we hope we can get the job done. Then somethin' crops up. But there's still time."

"Sure," Blackie said. "There's time, unless blizzards block the railway."

"I know," agreed Sandy. "This morn a train was delayed two hours on Wolverine when they stuck in deep drifts above Shamus Cut."

Blackie changed the subject with his usual abruptness. "Tom Shamus is still holed up at Wolverine Pass."

"I know that," admitted Sandy. He slowly tamped the bowl of his clay pipe, then applied a match. "Next time ye see Tom, tell him to come an' see me and I'll reinstate him."

The hogger forced a smile. Stubborn Sandy McTavish was making a real concession. But would Tom meet him halfway? When Blackie nosed his 1626 on the turntable next trip, he dropped off with a flaring oil torch, crossed over to the cabin, and knocked. The door opened a crack to expose the lean face of Tom Shamus.

"I just dropped by to say howdy," greeted Blackie.

"Won't you come in?" invited the ex-railroader, opening the door wider.

The visitor entered, sniffing at the stale man odor of the place. A quick glance showed a pallet of cotton waste and torn newspapers. These must be Tom's bed. On a soapbox table stood a tin can with some coffee grounds in the bottom, also a can of condensed milk and part of a loaf of bread. Tom had a small pile of coal which he'd probably picked up alongside the track. A fire burned in the monkey stove in the corner.

"McTavish told me to tell yuh he'll reinstate yuh any time yuh come in an' see him."

Tom's stooped shoulders came up, his chin raised and bitterness flashed from his eyes. "You can tell Sandy McTavish to go to hell!"

"It's your own business," Blackie said hastily, and changed the subject. "We're gonna have quite a blow-out at our boardin'-house on Christmas Eve. How about yuh comin' down to Craghead to join us?"

"I thank you," said the hermit, "but Craghead is not for me."

"Listen," Blackie scolded, "why don't yuh leave this mountain? Every pike in the country is cryin' for experienced men. Yuh could get a job runnin' an engine on any of 'em!"

"I could have left here long since, my friend, but I'm waiting—" His lips clamped tight as though he'd said too much. Then with a quick glance through the still partly open door: "Your fireman has got your engine turned and is ready for you."

BLACKIE took the hint and left. As he descended the mountain, swaying to the easy roll of the 1626, he kept wondering what Tom Shamus was waiting for.

Meanwhile, other problems came up. On December 23rd Sandy McTavish headed a small group of men, all carrying axes, who set out to ride a drag to the spur to chop Christmas trees. But just before they boarded the caboose, the telegraph operator came out with a message that the glacier had roared down over the track, burying the rails beneath tons of snow and ice. The drag was set out, and two more engine crews were called.

When they finally blasted away from Craghead, Blackie's 1626 was coupled ahead of five powerful 4-8-2's, with a caboose on the rear. Snow fell so thickly it was impossible to see more than a hundred feet ahead. The front glasses in the cab doors were solidly covered with whiteness.

McTavish and the rest who were going with him on the tree-chopping trip reluctantly unloaded from the crummy and went back to their jobs. Tomorrow the line would be open again; there was still time to get the trees.

The steel-helmeted snout of the 1626 kicked drifts of snow from the rails as the outfit surged up Wolverine Pass. Inside the cab of the head engine you could see a constant fog of steam as snow hissed and melted against hot front end and boiler-head. Blackie had to run by "feel," but he was an old head at that sort of thing.

At length they drew close to the ponderous mass of ice and snow which hid the rails. The storm had slackened and Blackie got a good view. He caught his breath. It was as though a giant hand had carefully piled up great blocks of snow and ice to the height of a four-story building! He whistled the other engines down, and when they halted he waited for the conductor to come over.

That worthy crawled down the coal gates. "What are you stayin' here for?" he wanted to know.

"This stuff is new to me," replied Blackie. "How do we knock it out?"

"Run an' hit until the track's clear ahead," said the skipper.

Blackie fixed him with glowing eyes. "Want to ride into it with me?"

"Sure, hogger," grinned the conductor. "Whistle 'em ahead! Then shut your eyes an' hang on!"

The engineer jerked two short ones from his whistle, slid his reverse lever all the way down to the quadrant, and hauled out his throttle. They moved forward violently. Shotgun stacks bellowed a challenge to the obstruction. Then they were into it.

TO BLACKIE it was like smashing a wall of solid sponge rubber. A great blanket of shimmering white blanketed out his surroundings. He felt the engine slow down to a halt, and he jerked three blasts from his whistle.

"Yuh know your business, hogger," the conductor spoke admiringly.

For the best part of an hour they fought the icy barrier. And at last they pushed through, leaving a sheer-walled white trench behind. The rest of the way to Wolverine Pass was comparatively easy.

Later, at the boarding-house the runt of an engineer found in one end of the big dining-room a platform, built some eighteen inches above the surrounding floor. Overhead hung sparkling decorations, but the back side of the stage was bare. It seemed that Ma Flanagan was planning to set the Christmas tree there.

December 24th dawned with a clear sun gilding the snow fields surrounding Craghead. The weather was mild. Alongside the rails where flanges had packed the snow ran tiny trickles of water. Blackie and his friend, Alec Moore, were called to help a freight to Maroon Pass, with twinkling-eyed

Lanky Hanks as conductor. Their train was a straight pull off the Mackelroy track and the rear helper shoved the caboose to a joint.

Sandy McTavish and half a dozen huskies waited on the depot platform, armed with hatchets, saws, and axes. All looked cheerful.

A passenger train from the East the day before had brought crates of fat dressed turkeys and geese, also plentiful quantities of fresh fruits and vegetables. From all indications, Craghead would enjoy the holiday season.

Sandy pulled himself into the cab of Blackie's engine, while the rest of the tree-choppers boarded the caboose. The master mechanic nodded to the black-eyed engineer. He generalized on snow conditions on the pass as he gradually led the conversation around to the recluse on the bleak mountain side.

"Tom's still livin' in that shack at Maroon Pass," remarked Blackie.

The Scot stiffened and said, with a deep burr: "He won't be after today."

Blackie turned. "Why not?"

"Because I've got orders to put him out," said Sandy. "The railway company doesn't want outsiders occupyin' their property."

"Did yuh report he was livin' at Maroon Pass?" Blackie asked angrily.

Sandy made no answer.

"Tom is gonna have one devil of a Christmas," growled Blackie. "Seems yuh'd lay off him fer a change."

Sandy became tensely confidential. "With no place to go, Tom has got to swallow his bullheaded pride. I'm hopin' he'll be forced to come to me an' ask for reinstatement. Thot would make our Christmas complete."

"Why not go to him yourself?"

"I've my pride also."

Lanky Hanks climbed into the cab then with a handful of flimsies. He nodded to the brass collar and compared watches with the engine crew. Fog was blotting out the sun. The atmosphere was getting warmer and heavier. Blackie pulled two blasts on his whistle cord.

THE HEAVY train batted along to the timbered spur where the steel gondola had been set to be loaded with Christmas trees. There the tree-choppers got off. When the engines and caboose returned they'd have a plentiful supply of pines and spruces. By the time they halted in the snowshed at Maroon Pass it was snowing again, but the flakes were almost melting as they silently fell, so warm was the day.

Their train set out on the storage tracks, Blackie Denton nosed on the turntable. There was no sign of life around the hovel occupied by Tom Shamus. But when the engineer unloaded to help shove the table around, Tom emerged from the gloom and stood beside him.

"I suppose you know I have to vacate," the recluse said dismally.

"Yeah. Sandy told me about it, comin' up the pass."

"Mac ride up here with you?"

"Nope," said Blackie. "He unloaded at that timbered spur down the mountain. Him and some more men are gonna chop Christmas trees today."

"Will you let me ride there with you?" Tom asked unexpectedly.

"Okay, hogger," said Blackie, "any time yuh want."

He slipped the dog between the rails to hold the turntable steady while he backed his engine off it.

The air had turned colder and the snow which fell now was piling over the rails. It was almost four p.m. when the engine halted for the brakeman to throw the switch leading into the spur. Swirling snow and fog hid the view ahead, so Blackie ran slowly and cautiously.

Suddenly he heard a muffled shout. Then a blurred figure appeared a short distance ahead. The throttle-jerker eased to a halt beside him. The newcomer's face was white as the snowy background, and for the first few seconds after he had pulled himself into the cab he could only babble incoherently. Then his flow of words began to make sense.

"We'd just loaded the last of the trees in the car when it came down."

"What came down?" asked Blackie.

"The slide. McTavish was in the car, placing the trees. The rest of us were on the other side. It caught the car square, turned it over, upside down, and piled twenty feet on top!"

"Where's Sandy now?"

"Under the car," gasped the white-faced man. "It turned bottom side up, I said. We're all sure he was caught underneath. If he was, he might be okay until we can dig him out. Of course, if the car fell on him—"

"Have yuh tried to shout to him?" Tom asked in a quiet tone.

"Yes. But nobody can hear through a solid wall of packed snow."

"I'll go up an' take a look," decided Blackie. He let himself down into the snow alongside the engine and started moving forward.

Abruptly he heard a yell from Tom, but the warning came too late. Blackie was hit a glancing blow by tons of heavy half-sodden snow which hurled him at the running gear of his engine. He saw a halo of blinding lights, then darkness. . .

THE PEPPERY engineer regained his senses with the awareness that something was rubbing his face. Evidently a cloth dipped in ice water. He felt stiff and sore all over; his head throbbed with pain.

"What happened?" he mumbled.

"A slide caught you," Tom Shamus said. "It threw you against the rods of your engine. You got a cut on your cheek. We dug you free and carried you into the cab. You'll be okay in a day or so."

"How about Sandy?"

Tom was easing toward the right side, his face set in grim, determined lines.

"I'm gonna try and dig him out."

"How?" demanded Blackie.

"The only way possible," said the tie-chopper. "With this engine."

The injured runner was helped onto the fireman's seat, where he sagged weakly. Tom grasped the throttle.

With a powerful lunge, the 1626 surged forward beneath his skilled hands. The steel brute did not smash at the slide with vicious intensity. Instead, she nosed against it. Crumpled, rigid snow rose up over her snout, falling away to either side.

Tom suddenly halted the engine and faced a tree-chopper who still stood in the deck. "Get the rest of your gang!" he ordered. "Shovel from where I've cleared away the slide! I'm against the end of the gondola."

Willing hands labored with scoops borrowed from the engine cab. Others desperately tore away the snow with mitten-covered fingers. At length the faded red paint which covered the steel surface of the gondola appeared. By the number on the end they knew the car was upside down.

Tom Shamus rapped smartly on the end with the coal-pick handle. From the other side came a muffled shout.

"Glory to God!" Tom called out.

Sandy McTavish was still living! The rest was easy. By digging a burrow beneath, they dragged the frightened Scot from what had appeared to be a living tomb. He was bruised and shak-

en, but little the worse for his ordeal.

For a moment he stood bewildered. Then he noticed Tom Shamus. He eyed the former engineer intently, questioningly. Tom returned his stare. Neither said a word.

It was Sandy himself who broke the silence as again he became the P&A official. "The trees we chopped are still under yon car. I think we can pull them out, tie them on the engine, an' get them to Craghead after all."

The burrow beneath the car was enlarged and the green trees were yanked through. Then they were fastened along both sides of the 1626. Blackie had remained in the cab all this time. His head still throbbed and the gash on his cheek bled a little. so he was forced to hold a handkerchief on it.

Sandy pulled himself into the cab, and cried: "What happened, mon?"

Blackie explained, and added: "I had to turn the runnin' of my engine over to Tom Shamus. So yuh got him to thank for gettin' yuh from under that gon."

Sandy eyed the recluse with dramatic absorption, but still neither man spoke a word to the other. Tom took the throttle and the locomotive moved on toward Craghead with its precious load of evergreens to hail the arrival of the Christ Child.

DUSK had fallen when the 1626 rolled down the main stem toward the depot. Her headlight illuminated a crowd of men, women and children lining the depot platform. The mighty locomotive looked like an animated forest as she rolled grandly to a halt. Eager hands reached upward for Christmas trees; and soon only the large one, which had been cut to grace the stage in Mrs. Flanagan's boarding-house on Railroad Avenue, was left to be claimed.

Sandy McTavish lifted the beautiful symbol of eternity from where it had been wedged behind the hand-rail alongside the boiler.

"Tom," he called, "grab an end of this tree an' help me carry it over to Mrs. Flanagan's, will ye?"

"I'm glad to, Sandy," said Tom, with a strange look in his eyes. He took the tip of the spruce and started off, followed by Sandy. . . .

A laughing merry crowd gathered in the huge dining-room of Mrs. Flanagan's boarding-house that Christmas Eve. The tree was a thing of splendor, gay tinsel, sparkling ornaments, and lights, topped by a star of hope. Piled high about the base were stockings filled with candy, nuts, oranges, dates, and apples for children. Also packages a-plenty for the adults.

To everyone's surprise, Sandy McTavish stepped onto the low platform and stood beside the glittering Christmas tree. He glanced around, twisted his gnarled hands nervously, and held up one of them for silence. Each face turned in his direction. It was so quiet, as Blackie said tritely, later on, that you could have heard a pin drop.

The master mechanic looked straight at Tom. "Come up here with me," he invited.

With blue eyes shining, the thin, bewhiskered hogger marched up to the platform. Sandy cleared his throat before speaking again.

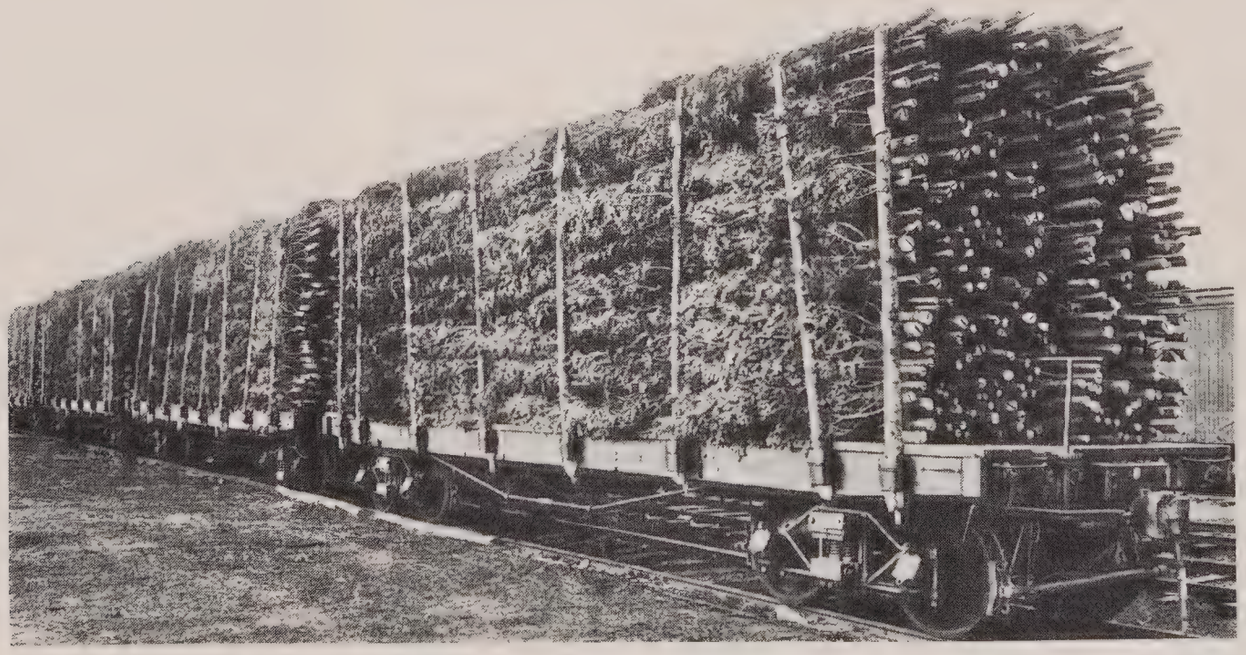
"The Pacific & Alberta Railway is proud of its engineers," he announced in his Scotch burr, "an' I am most especially proud of my guid friend Tom Shamus. Tom will be comin' back wi' us any time he wants to run an engine."

A burst of applause shook the festively decorated room. Again the M.M. held up a hand for silence. Knowing Sandy as he did, Blackie realized what it must have cost him to make that announcement.

"I am not a mon for talkin'," the official went on. "Both Tom an' I are hasty an' pigheaded. We both said words we dinna mean in an argument some time ago, an' it took an avalanche to bring us to our senses." His lips twitched. "Tom an' some of the other boys here saved my life when I was all but face to face wi' my Maker. Ye all know about it, an' I—"

The dour Scot, overcome at last by emotion, could say no more. As he stepped off the platform, Tom grasped his hand, and people crowded around.

Outside, a million stars shone crystalline clear on the cold snow-shrouded earth. Inside all was warm and cozy. Gales of pleasant laughter pealed from the crowd of railwaymen and their families when Blackie Denton, awkwardly robed as Santa Claus, stepped forward bashfully onto the platform, to hand out gifts as the names were called, one after another. ●



Remember when trainloads of Yule trees rolled into railroad yards all over the U.S. and Canada?

STEVE MAGUIRE'S

TRANSIT TOPICS

TOM BRADLEY, mayor of Los Angeles, was elected on a platform that included plans for rapid transit in his city. So he has good reason to be interested in the proposition to be submitted to the voters next year by the Southern California Rapid Transit District. An increase in sales tax and, hopefully, additional Federal aid would help to finance the project if the voters accept it, in which case a 250-mile system should be operating by the end of this century. Slated for quick priority is the building of 140 miles of subway-surface-aerial rapid transit and bus lines in eight of the most heavily traveled corridors in the L.A. basin.

The 140 miles would be developed as 116 miles of fixed guideway lines and 24 miles of bus routes, but it is not clear to us what is meant by "fixed guideway lines," whether rapid transit or some untested operation such as Skybus. A final decision may well depend upon how effectively the bus-rubber-cement-gasoline interests lobby against the rail proponents. The 140-mile priority system would be completed in 12 years at an estimated price of $6.6 billion—more than $47 million a mile! —and such jobs usually exceed the original cost estimates. Wow! For this news we thank Robert Swan, Box 1866, Long Beach, Calif. 90801, and Arthur Davis, 7323 Balcom Ave., Reseda, Calif. 81335.

THE NEW ORLEANS trolley line on St. Charles Street has officially been designated as a national historic treasure. Dating far back to 1835, this line is more than a third of a century older than the widely-publicized San Francisco cable cars, whose centennial was celebrated last August. It is said to be the world's oldest continuously-operated street railway. Readers with proven facts are invited to challenge this statement.

The U.S. Department of the Interior placed the New Orleans line on the National Register of Historic Places. This honor has little practical value, however, except that it may provide a deterrent—though not an absolute bar—to Federally-funded projects which could alter its character. Mrs. Jack Scheinuk, who helped with the research that won the designation, says the action means that a presidential advisory board could be summoned to review a Federal project which threatened the line. In addition, it might allow New Orleans Public Service to apply for matching funds from the National Trust for Historic Preservations.

A snowy February day in 1973 on the Ontario Electric Railway Historical Association's line, near Rockwood, Ont. The car was formerly Toronto Transit Commission No. 2890. Assn. of Ry. Museums recently met at this location.
Neil McCarten, OERHA, Box 121, Scarborough, Ont., Canada

SURPRISING indeed was the Interstate Commerce Commission's recent denial of a hearing to the Port Authority of New York's request for a 67 percent increase on Trans Hudson rail system fares. This denial has the effect of requiring the Port Authority to retain its 30-cent fare. According to a spokesman for the Authority, it negates a fare hike for some time, but he pointed out that an avenue of appeal usually is left open to the petitioner.

Morris Pesin, a Jersey City councilman who is chairman of the Hudson County Transit Committee and has led the fight against the increase for four months, is elated at the ICC decision.

"We think this is a strong rebuff to the heretofore invincible authority," he says, "and a victory for the masses of community and public officials who fought hard to defeat this unconscionable 67 percent fare increase."

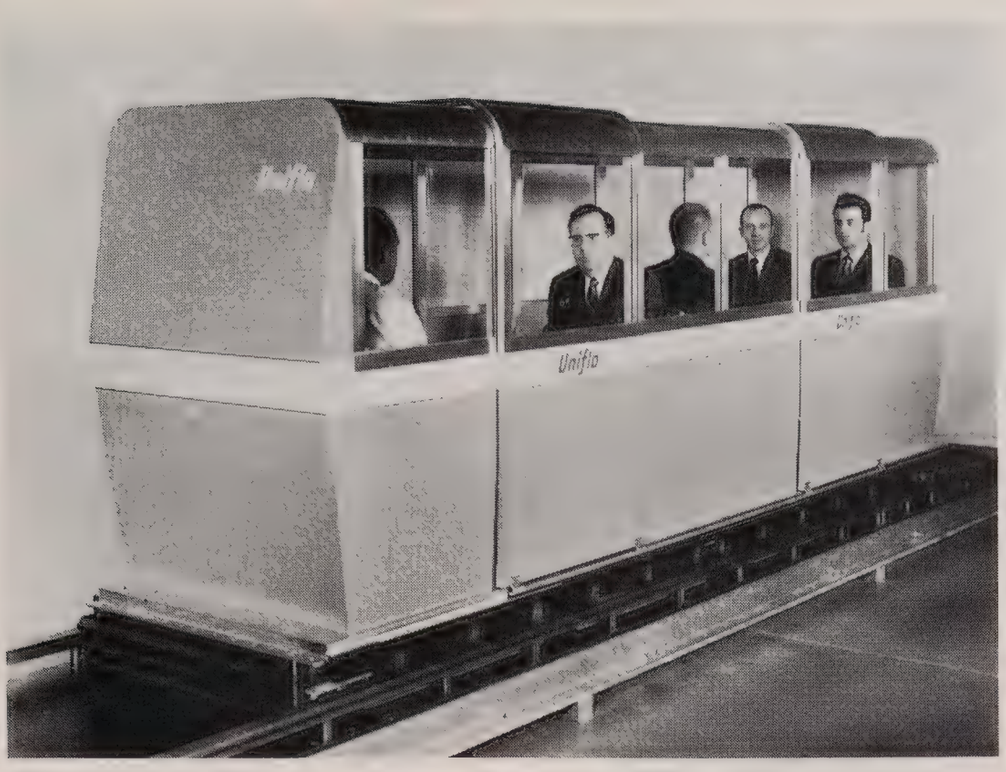
Some 145,000 daily riders of PATH were threatened with a fare increase to 50 cents last August. The request was rejected at that time by the Cost of Living Council.

When Phase 4 was put into effect, the Authority again petitioned the ICC which has jurisdiction over interstate rail rates. But last Sept. 24th the Port Authority sought a week's delay because of a plea by Governor Rockefeller that the PA keep its fare increase to five cents. Disregarding Rockefeller's appeal, the PA again sought a hearing date from the ICC to raise fares to 50 cents.

THE MELBOURNE and Metropolitan Tramways Board in Australia has just put into service the prototype of a new tram, reports A. N. Fountain, P.O. Box 818, Swan Hill, Victoria 3585, Australia. The car starts from East Brighton and traverses Dandenong Road toward St. Kilda Junction en route to the city terminus. Its design is entirely different from that of any other equipment operating in Melbourne, and press reaction is favorable. The Victorian Government has authorized 100 new trolleys for Melbourne based on this design. There seems no possibility of any reduction in the city's extensive streetcar network. In fact, plans call for extending the service to newly-developed suburbs.

PITTSBURGH'S Port Authority, while exerting every effort to promote its dubious Skybus project as well as busways, is still reluctant to take on any rail transit plans.

"We all remember the Nazi dictum



Prototype of efficient, trouble-free Uniflo vehicle, predecessor to the car built for DOT-funded, outdoor test system. About the size of an auto, they are designed to be a true competitor to them. The company claims that a single Personal Rapid Transit lane would be big people-mover in rush hours. Much air pollution will be eliminated due to PRT electricity energy source.

that if a lie is big enough and repeated often enough it will be believed," writes Robert Casey, executive director of the National Association of Railroad Passengers, Washington, D.C. "Fortunately, in America, the free press has usually prevented governmental types from successfully using that tactic. With surprise, therefore, I find the Pittsburgh *Post Gazette* accepting the Port Authority Transit's 'big lie' that the proposed Baltimore & Ohio commuter service will cost a $2.70 per ride subsidy. That is a gross misrepresentation resulting from costing-out expanded service but not giving credit to additional ridership. After the line is in full operation, the subsidy will actually be about 29 cents per ride.

"Compare that with the subsidy for Skybus—if it ever is completed and working. The Skybus promoters claim it will carry 37,000 persons per day, which is $1.50 per ride just for construction, plus 50 cents per ride in subsidy to cover operating costs. Of course, if Skybus cannot run without operators on board, the subsidy will be much higher than that.

"PAT continues to delay on completing the contract with B&O in what appears to be an attempt to kill the deal by inaction. PAT's obsession with Skybus has caused too much delay already. It's time to get moving on providing safe, fast, efficient, low-cost commuter rail service, right now to McKeesport on the B&O, and to all parts of Allegheny County, without delay."

AN ADDITIONAL $454,256 has been granted to the Cleveland Transit System by the U.S. Department of Transportation to continue the development of alternating-current motors on three of the new *Airporter* cars, we learn from Alfred J. Kleinsmith of Cleveland. The AC motors provide faster and smoother acceleration on rapid transit trains than the present direct current electric motors and they promise economies because they require less power and maintenance. The improved motors would benefit the nation's rapid transit industry.

Also in the Cleveland area, Shaker Rapid Transit was dismayed to note a 7 percent drop in its ridership since last year, due almost certainly to the present 60-cent fare. To economize, SHRT has cut down on the number of its cars in use, with the inevitable result that the percentage of standees has increased. A company spokesman says there should be little objection if some passengers have to stand during a mere 10-minute ride between Shaker Square and downtown Cleveland. Free transfers between CTS and SHRT routes may be in the offing, possibly a free transfer privilege between Shaker Rapid trains and local CTS buses as well as free transfers between SHRT and CTS bus routes that cross the rail lines inside of Cleveland.

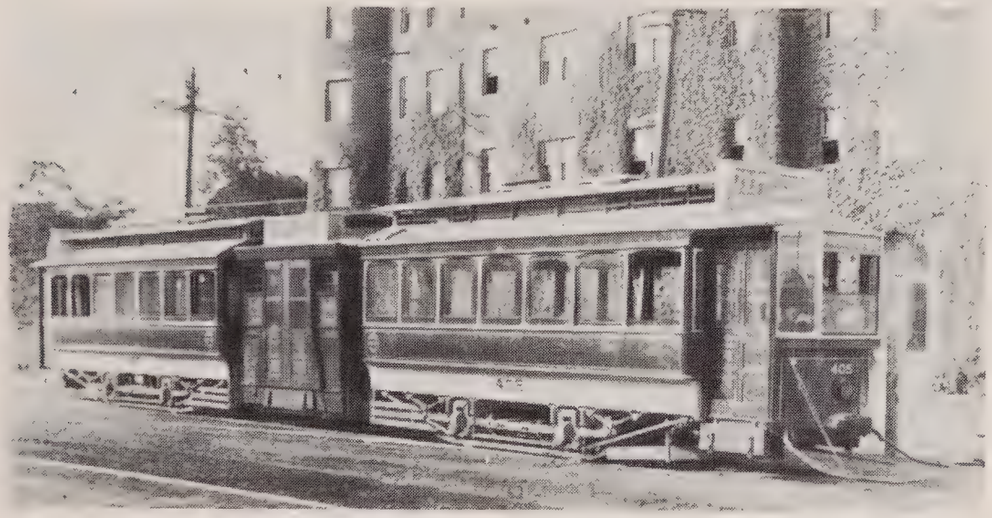
THE COLOR SCHEME is being changed on all Philadelphia's transit routes, with orange, blue, and white replacing green and white on city lines equipment, while maroon and white is being used on Red Arrow Division cars of the Southeastern Pennsylvania Transportation Authority. The new paint is said to be 15-year graffiti-resistant and is well worth the $25 a gallon it costs if it keeps delinquent kids from defacing the cars.

Writing in the Philadelphia *Evening Bulletin*, reporter James S. Tunnell says: "Philadelphia's subway system: 24.1 miles in length, an $895,000,000 property, 1,224 employes, 53 stations and 56 million riders—and over it all, a veil of fear.

"Fear of murder. Fear of rape and

"Hail, hail, the gang's all here!" Cable car 520, sponsored by the Franciscan restaurant on Fishermans' Wharf, is seen in Powell St. traffic in front of St. Francis Hotel during San Francisco's Cable Car Centennial last August.
San Francisco "Muni" Ry. photo from Fred Stindt

Interurban glory days. Walla Walla Valley Railway Co. car 3, taken around 1908. Line operated two of these cars. Road reached Milton, Ore., in 1907.
H.W. Wilken, 741 Grow Ave. NW, Bainbridge Island, Wash. 98110



Boston Elevated articulated trolley at Harvard Sq., Cambridge, Mass., 1905.
R.E. McMurdo, 755 Main Street, Waltham, Mass. 02154

robbery. Fear of racial confrontation. Fear of exposure to dirt and noise and discomfort. Fear of an ugly scene.

"At rush hours, in crowds and daylight, the fear is muted and buried. At night and on lonely platforms it leaps to the surface. Even those who work on the subways have fear as a constant companion

"Officials and riders and others are aware of this fear. Its power and pervasiveness have been documented in dozens of recent interviews."

Jorge Espinoza Ulloa, head of Mexico City's Metro (subway), is quoted as saying: "We simply don't have strange people lurking in *our* Metro. We don't have people marking it up. Our cars are a source of pride to us. Nobody is afraid to ride the Metro in Mexico City."

Philadelphia correspondent Andrew W. Maginnis reports that present plans may lead to renovating 150 of the city's PCC cars and an additional order for 110 new trolleys of modern design.

Meanwhile, on the New Jersey side of the Delaware River, the Trolley Valhalla museum, which moved from Tansboro to Jobstown, only to be ordered out of the latter town, is now aiming to migrate to a new, zoning-proof site near Medford.

ILLINOIS CENTRAL GULF reports vandalism on the rise along the tracks of its Lakefront electric division in Chicago and suburbs. A newsletter to commuters says that attacks on trains loaded with people have hit an all-time high.

"Almost every commuter," it states, "has felt his train lurch to an unscheduled stop as the engineer instinctively cuts power and begins braking after spotting something on the track. Talk to engineers and they'll tell you about gangs of kids who assault trains with guerrilla tactics. With their train at a standstill, unable to proceed, more than one train crew has had to radio for help and then team up to fight off marauders. Engineers report debris on track on almost every trip.

"Dozens of trains are stoned every day, with most incidents coming during lunch time and before or after school. The 12-year-old smashing a brick into a speeding commuter train does not think that the outer pane of glass he breaks is one of 1,100 such windows broken on ICG each year. The glass is shatterproof inside but ICG riders will be inconvenienced because the railroad must remove the car from service to replace the $30 window."

IOWA TERMINAL RAILROAD, which had ceased operating its trolley freight service west of its Emery shops at Mason City, Iowa, is planning to resume service on the inoperative portion to Clear Lake, due to the location of a new industry along the now-unused part of the line. This news, from Iowa NRHS Chapter's *Switch Lamp*, indicates that the line may continue to operate electrically into the far future.

Ex-South Iowa Ry. freight motor 101 hauling former Norfolk & Western caboose on a railfan trip over Columbia Park & Southwestern at Olmsted Falls, Ohio.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

(Left) Want to learn how to run a tram? Kiel, Germany, has a school car for rookie motormen, complete with desks and dual controls. Friedrich Hellmuth (above) is no rookie, though. He's the mechanic who keeps the equipment rolling. (Right) The little orange schoolhouse on wheels, No. 350. Kiel's trams are kept in good condition for all services.
All four photos by Madeleine de Sinety, 5 Boulevard Edgar Quinet, Paris, 14e, France

MADELEINE DE SINETY, a Parisian railfanette and photographer, usually sticks to steam when she puts her Nikons to work for *Railroad Magazine*, but she has a soft spot in her professional heart for trams also. Late one afternoon on a recent trip to Kiel, capital of the German province of Schleswig-Holstein, she and I pedaled our bicycles into the local car barn. There the tram men pulled out some of their cars for her, even let her drive them around the yard.

Kiel Terminal has 21 electric cars, with 17 always at work. The line runs seven miles, starting in the industrial suburbs, heading into the busy harbor and downtown and then to the end of the line, right at the ferry over the Kiel Canal that links the Baltic to the North Sea. Foreman Erich Suren told us that each PCC car at the terminal, articulated with six axles and hauling trailers, can carry 300 passengers (most of them standing, of course). These cars cross a pedestrian district nearly a mile long, wherein are clustered the city's biggest department stores. Suren complains that local automobile clubs are trying to get rid of the trams, which surprises nobody.—Daniel Behrman, 4 Rue Joseph Bara, Paris 6e, France.

PCC car, built in '59, heads toward bridge crossing railroad yards in Kiel.

Erich Suren pulls out a service car to get its picture taken. At right is a trailer and one of the buses that has replaced some of the colorful trams.

I Rode the First Trip

IMPRESSIONS of the first trip through the new Bay Area Rapid Transit tube from West Oakland into San Francisco are given to us by George E. Horn, who has ridden on many first and last runs. George used to be a New York City Transit Authority su-

pervisor but now operates PCC cars in San Francisco. Incidentally, he is one of our magazine's *Interesting Railfans*. The initial run he tells about was made in the morning of Aug. 10, 1973, while San Franciscans were still celebrating their cable-car centennial. It took only 6½ minutes for the 8-mile distance.

"On the return journey to West Oakland," he writes, "I rode in the rear cab to observe the effect of this first train through the eastbound tube, which is 130 feet below mean high water and the world's longest underwater bore. Huge clouds of black dust, punctuated by showers of sparks emanating from the 1000-volt third-rail shoes, followed the train to the Oakland portal. It is probably the fastest time made at ground level between the two cities as the train speeded up to 80 mph!

"Because of train detection problems still affecting its operations, BART has been forbidden to carry passengers through the TransBay tube. Until certain operating problems can be resolved to the satisfaction of the Public Utilities Commission, BART will open a shuttle service between downtown San Francisco and Daly City as soon as the testing program is completed.

"On the Municipal trolley lines, I am now operationg a K-line car on a man-made roller-coaster to enter the Twin Peaks Tunnel. The necessity for continuing streetcar service and demolishing the old Castro Street portal while the cars use the tunnel itself from the Eureka Street Station westward required building the Castro Street outbound loading platform 10 feet higher than that for the downtown cars.

"After leaving the Castro Street stop to continue through the tunnel, cars make a dip and then rise again for a reverse curve over the demolished entrance before dipping underground into part of what was once the stairways at the east end of Eureka Street Station. Passengers apprehensively look out the windows at an ever-deepening former tunnel roadbed that is being dug down to meet the grade of the new trolley car tunnels now being built under Upper Market Street, over which I operated the last PCC car.

"Surprises come now and then in a motorman's job. For example, late one night about two years ago I was running a K-line trolley when a young woman passenger got aboard, dropped her fare in the box, briefly opened her jacket to reveal two perfectly shaped spheres, and asked how I liked them. I was too stupefied to answer. I only nodded and grinned. Without another word she quickly took a seat at the rear and that closed the incident. She never rode in my car again.

"Because of space problems at the aging Geneva car house, awaiting arrival of eleven Toronto PCC's, some work cars are being sold to the California Railway Museum while other historic equipment is being placed there on a permanent loan basis. The first piece to leave was the giant former Market Street Ry. crane car 0130, which could not use the Twin Peaks Tunnel because of its height.

"The former 'Iron Monster' car, operated in recent years as tow car 0131, can no longer be used down on Market Street because of height and clearance problems associated with the Castro Street portal work."

Because of great interest shown in the cable car centennial, George has prepared special packets from the material pertaining to it and will sell them to readers at $6 each. The material includes the official Centennial medal, official postcards of nine historic views, a 44-page history and data booklet on the cable-car system, an official cable-car map prepared by Municipal Railway, and a set of cable-car transfers, dated and punched for the 100th anniversary to the hour. For packets write George E. Horn, Space 235, 1075 Space Park Way, Mt. View, Calif. 94040.

Reports from Canada

WEARING a top hat and tails, 24-year-old Brian Moonie rode a Toronto streetcar for the third time in his life last Sept. 29th and got married instead of paying the fare, reports *The Sunday Sun* of Toronto, Ont., Canada.

Brian and his 20-year-old fiancee, Diana Kilburn, chartered Toronto Transit Commission streetcar No. 2895, loaded it with 50 wedding guests and with the *ding, ding, ding* of the trolley as a wedding march, were married as it clattered past the Bathurst-Fleet Street car stop.

"It's more exciting than an ordinary church wedding," says blonde Diana.

The gaily decorated trolley was the same 50-year-old Peter Witt class car that had been giving tourists rides all summer. It is beloved by streetcar buffs because "it rattles so distinctively." The proceedings were delayed twice on King Street when the trolley slipped off of the overhead wire. But in due time United Church minister Rev. Kenneth Oates formally married the couple.

EDMONTON, Alta., will be the third Canadian municipality with a rapid transit system unless City Council suddenly changes its mind with regard to a project for combining a tunnel and a railway right-of-way. Council recently took a major step toward setting up a $28 million rapid transit line. The scheme has been talked about since 1968. It gained a quick blessing as a schedule of spending, design, and construction was approved. Officials forecast the 4.2-mile line will be opened early in 1978, in time for the Commonwealth Games.

Plans indicate that the line will start at the center of the shopping and business area, run underground for one mile to the Canadian National right-of-way, to the northeast. Then it will continue on the surface to serve a high-density residential area along 3.2 miles.

According to a report by the city's utilities and engineering committee, the rapid transit line will reduce travel times as well as parking and traffic congestion downtown and will provide for expansion of shopping and services further north. Some $500,000 is to be spent this year for basic engineering designs and property acquisition, with between $4 million and $8.4 million to be spent annually between 1974-'77.

As for financing, the city expects help from the Alberta Government, but the size of future grants is undecided. This year, Edmonton received $2 million in provincial funds "for development of alternative forms of transportation" besides the city bus system.

With a population of 495,000 in the 1972 census, Edmonton ranks sixth among Canadian cities, behind Montreal, Toronto, Vancouver, Winnipeg, and Hamilton. Only Toronto and Montreal now have rapid transit systems.

New Electric Publications

Who Made All Our Streetcars Go? The Story of Rail Transit in Baltimore by Michael R. Farrell, 319 pages, 8½x11", with hard cover binding, may be had for $16 from Baltimore NRHS Publications, 2107 N. Charles St., Baltimore, Md. 21218. You need look no further for a complete history of Baltimore's trolley system. The first half of this book covers the period from the initial horsecar in 1859 through the steam dummy and cable eras to the arrival of electrics built by Daft in 1859 for what is claimed to be the first electric railway to run successfully, and on to the development of the large trolley system and its finale in 1963. As the unusual title indicates, the author relates how the system was broken up and eventually abandoned.

There follow a number of selected short subjects, self-contained chapters, each covering a single subject, such as the blizzard of 1899, the Guilford Avenue elevated line, the Brill semi-convertibles, etc. Each of these latter chapters may be read by itself without loss of continuity. There are also pages of notes and comments, documenting and supplementing facts already printed, a glossary, and an index. The book is large and impressive looking, with a copious supply of photographs, some old and rare. ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

1 ***Would it be possible to run a tourist line steam loco with a broken cylinder head?***

That depends on whether the front head or back head is broken. First clamp the valve stem with the valve in mid position, then disconnect the valve rod, and if the front head is broken and the guide bars are damaged, it is necessary to take down the main rod and block the crosshead to hold the piston in one position. Under certain circumstances you could proceed under steam on one side of the engine.

2 ***When did railroad operations begin (a) in the Southwest and (b) on the Pacific Coast?***

(a) The Buffalo, Bayo, Brazos & Colorado Railway, chartered Feb. 10, 1847, was opened westward from Harrisburg, Texas, on Aug. 1, 1853. (b) Sacramento Valley Railroad was opened on Feb. 22, 1856, from Sacramento to Folsom, Calif., 22 miles. The *Sacramento* and *Nevada* engines, which had been shipped around Cape Horn by sailing vessels, pulled the first trains.

3 ***Did Canadian Pacific have a steam loco built in Germany?***

Yes, indeed. CP 551, a Ten-wheeler built in 1904 by the Saxon Engine Works.

4 ***Are the railroads of U.S. slipping down badly in the matter of track replacement?***

Yes, indeed, reports *Business Week*, pointing out that a railroad can keep its rail surface smooth when no more than one tie in four is defective. But if tie replacements are deferred beyond this limit, the entire track structure deteriorates rapidly. According to the Temple, Barker & Sloane report, which also looked at the industry's physical shape:

New rail is being installed at a rate that would be adequate only if rail could last more than 150 years instead of about 20.

The rate of tie replacement would be adequate only if ties could last more than 46 years instead of about 20.

Cash generated per car on most railroads is stagnant or declining.

The cost of a new unit of rolling stock has risen rapidly, surpassing cash generation per car for all railroads except the Union Pacific.

Most railroads are not producing enough cash to pay for existing rolling stock, let alone to retire mortgages or pay cash dividends. Capital expenditures and dividends far exceed net income and depreciation.

Among the men closest to the problem, such as an official of the Roadmasters & Maintenance of Way Assn. of America, the outlook is equally grim: "Many of our members say that in these times of comparatively active business conditions, they are barely able to keep their railroads together and are making little or no progress towards correcting deficiencies left over from leaner years. They fear that should a business recession occur, they will go under."

"Our business is just soaring," says an official of a relatively prosperous railroad, "particularly our container and piggyback business. But that kind of traffic requires fast trains, and we are fighting a losing battle keeping this a high-speed railroad. It doesn't cost twice as much to maintain a railroad for 100 mph as 50 mph—the numbers go up geometrically."

5 ***I am a Seaboard Coast Line switchman who will be 65 on December 31st. On what date will I have to retire?***

Assuming that you refer to the supplemental annuity under the Railroad Retirement Act, the Act provides that an employee attaining age 65 in 1973 may not work beyond Jan. 31, 1974, the "closing date," and still be eligible for it. If you continue in railroad service after that date, the Act states that you will permanently lose your right to the supplemental annuity. For further details consult your nearest Railroad Retirement Board representative.

6 ***How many units of marine equipment did New York Central operate in New York Harbor around 1940?***

According to the Central's marine department roster of 1940, there were 273 vessels grouped in the following classes: 9 ferryboats, 23 oilburning steam tugs, 2 diesel tugs, 4 oilburning steam lighters, one diesel lighter, 2 wooden steam hoisters, 2 steel steam hoisters, 7 wooden gas hoisters, 10 steel gas hoisters, 3 steel oil barges, one wooden coal-supply boat, 17 wooden hand-hoisters, 28 wooden refrigerator barges, 6 wooden scows, 5 steel scows, 93 wooden-covered barges, 10 steel-covered barges, 2 wooden carfloats, and 43 steel carfloats. Except for one oilburning steam tug and one barge, stationed on the St. Lawrence River at Ogdensburg, N.Y., all of the equipment was used in N.Y. Harbor.

7 ***Which is the world's most crowded rail system?***

The Tokyo subway of the Japanese National Railways, which in 1970 carried 6,129,000 passengers a day. Professional pushers were hired to squeeze passengers in before the doors closed. Recorded lost on that subway in 1970 were 419,929 umbrellas, 250,630 eyeglasses and hats, 172,106 shoes, assorted false teeth, and even glass eyeballs.

8 ***(a) When did interuban mileage reach its peak in the U.S.? (b) Were sleepers ever used?***

(a) In 1916, 15,580 miles, with almost 10,000 cars in service. (b) Yes, on the Illinois Traction System between St. Louis and Peoria, 172 miles, and on the Oregon Electric between Portland and Eugene, only 143 miles but scheduled for six hours at night.

9 ***Words, please, to poem titled "The Tin Dinner-Pail."***

We're lacking in cut-glass and silver;
Of waiters there isn't a trace;
We haven't a palm or a fountain
To give a rich tone to the place;
We don't get a table or music,
We fellows who work on the rail,
For down in the roundhouse at noontime
We eat from an old tin dinner-pail.

But somehow we don't miss the silver;
A waiter would be in the way;
And what do we want with a fountain
When steam beats a fountain for spray?
Our music we get from the air-pumps,
And, though it's a wheeze and a wail,
It seems just the right sort of music
To go with a tin dinner-pail.

We don't go a great deal on lobster;
We get no champagne with our lunch;
There isn't a toastmaster present—
Our speeches are made in a bunch.
Each man has his say between mouthfuls,
And six days a week, without fail,
We settle the fate of the nation
Down there with the tin dinner-pail.

Of course you may like all the fixings—
The cut-glass, and silver and wine;
You may be quite strong for the waiters
And orchestra tunes when you dine;
But if you seek solid enjoyment,
Forget all your lobster and quail—
Come down to the roundhouse at noontime
And eat from an old tin dinner-pail.

10 ***Tell me about Central Vermont Railway's Servocenter.***

Set up at CV's headquarters in St. Albans, Vt., in 1972, it provides freight customers with quicker, more accurate information than had been available. Formerly, agents were employed in various communities to serve as middleman between the CV and its shippers. Servocenter centralizes railroad specialists in car tracing, car supply, rates, and routes, together with new computer systems for more direct communications. So applications have been filed to close three Vermont and Connecticut stations that are linked with a hundred similar spots in Canada. In time, Servocenter will be joined to the network being established by some railroads in the U.S. One such road, the Southern Pacific, is currently having similar success with what they call Total Operations Processing System.

11 ***Where did the Argentine Central run?***

Known also as the Georgetown & Grays' Peak, this 3-foot-gage pike was organized in 1913, operated between Georgetown and Gray's Peak, Colo., had a one geared engine and 16 cars, and was abandoned long ago.

12 ***How large was the famous Virginian Ry. Triplex loco?***

When built by Baldwin in 1917, this 2-8-8-8-4 was the world's largest locomotive. She had six cylinders (34x32"), 56" drivers, 215 lbs. of boiler pressure, weighed 844,000 lbs. with tender, exerted 166,300 lbs. tractive force, and was 100 feet 6¾ inches long.

13 ***Was a radio program ever broadcast from a passenger car?***

Yes; on Sunday night, March 27, 1932, a complete radio program emanated from the Baltimore & Ohio dining car *Molly Pitcher* on a special train. This was more or less of an experiment, albeit successful, and gave a lot of publicity to the B&O and the radio network. Jack Denny's orchestra and Belle Baker were the big stars.

14 ***What is the D-form R order?***

This permits the movement of trains against the current of traffic on two or more tracks where trains operate by means of block signals. A sample form of this order might read: "No. 8 has right over opposing trains on No. 1 (or westbound) track A to H, or after No. 71 arrives at A. No. 74 has right over opposing trains on No. 1 (or westbound) track from A to H. Before No. 8 is authorized to move against the current of traffic from A to H, the westbound track must be cleared of all opposing trains and the D-form R order completed to the operator at H, and to all opposing trains at the first station (G) preceding station H, at which point the train returns to the eastbound track; also to the operator or signalman at each intermediate station between the limits and the reverse movement under this order."

15 ***What can you tell me about the new 87 class loco ordered by British Rail?***

This is the first of an order for 35 new electric engines under construction at Crewe Works, to be used on the 400-mile Anglo-Scottish route between Euston Station in London and Glasgow, which will be fully electrified by next year. The new locos will be the workhorses on this route, capable of hauling 600-ton intercity trains at speeds up to 100 mph. They are 58 feet, 6 inches long, weigh 80 tons, and in appearance are similar to the class 86 locos which were the last of six types produced for the London Midland electrification project completed in 1967. However, the new class will be more powerful, being 5000-hp compared to 4500-hp of the others.

16 ***What was the Plant System?***

The Savannah, Florida & Western. It was incorporated on March 7, 1884, through consolidation of the Waycross & Florida, the East Florida, Live Oak & Rowland's Bluff, the Chattahoochee & East Pass, and the Live Oak, Tampa, & Charlotte's Harbor. The Lake City branch was built in 1886, the Monticello branch in 1901. The road became part of the Atlantic Coast Line on July 1, 1902, and is now embraced in the Seaboard Coast Line.

17 ***Information, please, on the modern Grand Trunk Western.***

The GTW, a Class I road, operates over 1,032 miles, including a rail carferry crossing Lake Michigan between Muskegon and Milwaukee, and in the states of Michigan, Indiana, Illinois, and Wisconsin. It connects rail service of large automobile, food, and other industries in its territory with the rest of the U. S. and provides an avenue for Canadian National to the Chicago gateway. Even with higher traffic volume, freight rate increase, and major improvements in operating productivity, the increases in wages and material prices produced a deficit of $18.3 million in 1972, less than the 1971 deficit of $22.097 million. At the end of 1972, GTW had 197 locomotives, 10,968 freight cars, 30 passenger cars, and three carferries.

18 ***I'm an Illinois Central Gulf freight conductor. Are doctors and hospital bills covered under the sickness benefit provisions of the Railroad Unemployment Insurance Act?***

No, only cash benefits, payable directly to you.

19 ***Which road was the K&S?***

The old Kaslo & Slocan, 3-foot gage, running between Kaslo and Sandon, B.C. It was chartered in 1892 and opened in 1895. In 1900 it had 3 locos and 44 boxcars. A few years later the Canadian Pacific took it over.

20 ***Were the Baker and Walschaert valve gear similar?***

Yes, in some respects, but the Baker did not employ a link and block. Its valve rod (combination lever) was attached to a bell crank, which in turn connected with a radius bar and reverse yoke taking the place of the link and block of the Walschaert gear.

21 ***Tell me about early steam power on the Western Pacific.***

The WP was opened for both freight and passenger traffic in 1910. Its first power, Baldwin-built in 1906, consisted of 20 Consolidations. Forty-five more 2-8-0's were bought from American in 1909. Alco built its Ten-wheel, class 100, passenger engines in 1908 and 1909.

Running Extra

Preserving a collection of *Railroad Magazines* is very important. Can any reader tell where to get binders to keep them in good condition?—Ronald Caplicki, 19 Scanlon Ave., Florida, N.Y. 10921, and L.S. Daly, Jr., 1246 Cribb St., Apt. 202, Toledo, Ohio.

Answering a reader's statement about a photo of Canadian Pacific No. 9000: The CP never owned a 9000. I think he meant No. 8000, a multi-pressure engine built by CP's Angus shops in 1930-'31. The fact that she came at a time when only limited money was available for extensive testing and research probably doomed her, as she was retired in 1936 after a total of only 50,410 miles, and was scrapped in 1940.—Harvey W. Elson.

I remember the unoperated Hampden R.R. mentioned in your August issue, named after the Massachusetts county in which it was built. I saw it ready to be used, but just rusting away. Bondsville was a station in the town of Palmer, which boasted of being a town of seven railroads. Two of the seven were the Hampden and the Providence Branch of the Grand Trunk, never completed.—Thomas B. Annin, 402 N. Main St., South Yarmouth, Mass.

Who will tell me how the United Aircraft Turbo Train runs into Penn Station, New York City? Is it capable of operating as a straight electric, or is it towed by an electric locomotive while shut down? Does it run on its turbine through the tunnels? If so, what about noise and exhaust fumes?—Chard L. Walker, P.O. Box 993, Hesperia, Calif. 92345.

I want to buy a good broad-side picture of a Union Pacific "Big Boy", with performance data, also a model of such an engine for show purposes.—Robert H. Stuckey, 79 Cheltenham Road, Cirencester, Gloucestershire, England.

As a former Pullman conductor, I have taped-recorded and typed out many of my most unusual experiences. Anyone know of a good author who'd like to take a crack at rewriting this 195-page script into a book?—E. H. Block, 5154 N. Moody Ave., Chicago, Ill. 60630. (*Ed. note*: The answer depends upon the financial arrangements. No competent professional will undertake the job unless you pay him part of the money in advance and the rest as soon as he finishes rewriting the script. Will you publish the book at your own expense? I ask that because your chances of getting a trade-book publisher to handle it are virtually zero. Or possibly you belong to a railfan club that has agreed to publish it. I know many oldtimers who have written books that never went to press.)

My father-in-law, Samuel Allen McNeil, was engineer on the first train out of the U.S. into old Mexico. I don't remember the year, but I believe it was before the run for claims in Oklahoma in 1889. My sister-in-law saw this engine near the spot where the train entered Mexico, behind an iron fence with a plaque bearing Mr. McNeil's name and date. Later on, one of our school teachers saw this engine at the Chicago World's Fair. Where is that engine today?—Mrs. Morris McNeil, Rte. 1 N. Pine, Guthrie, Okla. 73044.

Why was it, and maybe still is, a criminal offense to place salt on any railroad tracks in Alabama?—M. Peacock, 404 Weadley Rd., King of Prussia, Pa. 19406. (Bob Wayner, railbook publisher, says that might have been because it would lure onto the tracks cattle seeking salt in their diet.)

Stephen Levine asked why the New York Central and the Burlington discontinued the wide diaphragms on streamlined cars. The answer is simple. Some car inspectors, especially chubby ones, couldn't get in between at platforms of passenger stations to uncouple the steam, air, and signal hoses and the turn angle cocks.—Ivan W. Saunders, 726 Delaware Ave., Glassport, Pa. 15045.

Are you quite certain of the information in your June '73 issue about the end of Espee electric operation on the West Side in Oregon? Living on a farm just north of Independence in the 1920s, I remember the big red electric cars with round porthole windows in front running by our place. —Donald Mote, 8546 Brunswick Ave., Riverside, Calif. 92504.

I have a CB&Q paperweight made in 1945 commemorating the first Vista Dome car. It is about 1.75 inches tall, 8 inches long, weighs about one pound, and is made of bronze or metal resembling it. Anyone know its value, and how many were made?—John Theobald, 1436 E. College Ave., Normal, Ill. 61761.

Anyone know whether a Class I American railroad ever moved an engine terminal from one location to another and then returned to the original location?—Lee Barnett, 911 2nd St., Mena, Ark. 71953.

Do any oldtimers around East St. Louis, Mo., remember the Alton & Southern three-cylinder 0-8-0 switcher No. 12, any operating problems had, and year she was scrapped? I'd also like to hear from anyone who worked on the A&S during the 1930's and 40's. —Cecil Church, 216 Rideau Terrace, Ottawa, Ont., Canada KIM-IZ2.

Info about B&M 2-10-2's in your August issue was accurate as far as it went. The 3000, 3008, and 3017 were sold to Maine Central; but so were 3005, 3009, 3014, 3020 and 3029. Not all the 2-10-2's were equipped with boosters. The first one, 3000 (Alco, 1920), was sold in March, 1937, and became MEC 651. The last one to be sold, 3029, (Alco, 1923), was MEC 656.—Harry A. Frye, historian, Boston & Maine Historical Society, 14 Riverside St., Hooksett, N.H. 03106.

I've seen CPAA, with just the number, on many boxcars. What does this mean? What does the letter "A" mean following PC on some Penn Central boxcars?—Walter Scholz, 91 Wayside Dr., Ferguson, Mo. 63135.

Recently I bought 61 acres on the Feather River in Plumas County, Calif., known as Paxton. According to some ads I found in a three-story lodge on the property, it was the end of a railroad line. Remains of a roundhouse and tracks are on the property. We are turning the lodge into a boarding house for Feather River college students and need a history of the area. Who can help?—Joy Burkholder, 3527 Henrietta, La Crescenta, Calif.

Anyone know where I can get an original book by Walter A. Lucas on the New York, Susquehanna & Western?—James Thompson, 686 Saddle River Rd., Saddle Brook, N.J. 07662.

I need an Atlanta, Birmingham & Atlantic locomotive diagram book prior to 1921 to help compile an alltime roster. The AB&A was a consolidation of various Georgia short lines in 1903. Also, I'd like a list showing disposition, or resale of Pennsy locos.—John B. Allen, 728 S. Locust St., Centralia, Ill. 62801.

With a fuel oil crisis in the U.S. and an abundant water supply, why does the Milwaukee Road plan to take down its last catenary? This astonishes me. Israel Railways have been operating for over 25 years. They were, and are, subject to terrorist attacks, but we have no record of any passenger life lost in this time. Is this a record?—Hans Kohut, P.O. Box 1004, Givatayim, Israel.

In response to request of Wayne Kiser for a GM&O book, I suggest *The Gulf, Mobile & Ohio: A Railroad That Had to Expand or Expire*, published in 1953 by Richard D. Irwin, Inc. Aside from that, Barbara, your item on the old Evansville, Washington & Worthington was too brief. The line was consolidated in 1885 into Evans-

ville & Indianapolis. Control of the E&I went to the Evansville & Terre Haute, then control of the E&TH to the Chicago & Eastern Illinois. After C&EI bankruptcy, the E&I was acquired by the Evansville, Indianapolis & Terre Haute. The Big Four (CCC&StL) bought this line, which became part of the Big Four lease to the New York Central for 99 years on Feb. 1, 1930. Penn Central has applied for abandonment of portions of this line.—Elmer G. Sulzer, 5582 Cape Aqua Dr., Sarasota, Fla. 33581.

FORT WORTH & DENVER RY.

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Whl. Arngt.	Tractive Effort	Weight	Date	Notes
601 (1st)	1000	Cummins	——	?	?	?	?	1
601 (2nd)	600	GM-EMD	SW1	B-B	24,000	201,165	1940	2
602	600	GM-EMC	SW1	B-B	24,000	202,064	1939	6
603	1000	GM-EMD	NW2	B-B	31,200	250,400	1941	7
604	600	GM-EMD	SW1	B-B	24,000	197,600	1942	8
605-606	1000	GM-FMD	NW2	B-B	31,200	249,900	1946	
607-610	1200	GM-EMD	SW1200	B-B	35,600	245,660	1959	
700-703	1500	GM-EMD	GP7	B-B	41,000	247,260	1950	9
750A,D-752A,D	1500	GM-EMD	F7A	B-B	32,500	232,500	1950	3
750B,C-752B,C	1500	GM-EMD	F7B	B-B	32,500	232,500	1950	3
850-857	1500	GM-EMD	SD7	C-C	67,000	316,300	1953	
858-860	1500	GM-EMD	SD7	C-C	67,000	316,300	1953	10
9980A	2000	GM-EMD	E5A	A1A-A1A	21,400	315,750	1040	4
9980B	2000	GM-EMD	E5B	A1A-A1A	21,400	310,690	1940	5
9981A,B	2250	GM-EMD	E8A	A1A-A1A	27,000	335,466	1952	5

Roster is based on data from the FW&D's mechanical supt.; BN's mechanical department, Northern States Power's manager of traffic, WWV's general manager, and SCL's assistant vice president-equipment. It is accurate as of July 17, 1973. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp. Tractive effort and weight in pounds. These units are still on the roster: 605-610, 700-703, 850-859.

(1) 601 (1st) was originally Wichita Valley 101, then FW&D 601 (1st), then Northeast Oklahoma 601 (10/5/42). Sold to Iron & Steel Products (9/26/46).

(2) 601 (2nd) was originally Chicago, Burlington & Quincy 9146, then Colorado & Southern 155 (7/57), then FW&D 601 (2nd) (5/59), then Burlington Northern 103, then Northern States Power Co. 4.

(3) 750A,B-752A,B and 750C,D-752C,D are drawbar coupled into locomotives with (B-B)x(B-B) wheel arrangements. 750A was rebuilt to an F9A. 750A,B,C,D were sold to Precision Engineering (5/23/68). 751A, B,C,D were sold to Precision Engineering (8/5/68). 752A,B,C,D were traded to GM-EMD (5/23/68).

(4) 9980A was scrapped.

(5) 9981A,B were sold to Precision Engineering (4/30/68); then resold to Seaboard Coast Line, renumbered 524 (2nd) and 532 (2nd) (5/68); resold to National Railway Passenger Corp., renumbered 230-231 (2/29/72).

(6) 602 was traded to the BN, renumbered 104, then sold to the Walla Walla Valley, renumbered 104.

(7) 603 was traded to BN, renumbered 587.

(8) 604 was traded to BN, renumbered 102.

(9) 700-703 were originally Great Northern 600-603, then BN 1500-1503, then FW&D 700-703.

(10) 860 was destroyed in a washout at Estillene, Texas and scrapped at Childress (12/11/68).

"Railway employees' earnings have not been negotiated in a 'free' market for more than a third of a century," said R. C. Smith, chairman of the negotiating committee of the Associated Non-Operating Railway Unions, at a conciliation board hearing in Montreal. "The right to strike, available to railway workers, here is nothing more than tokenism," he went on. He said union bargaining is done in the "shadow of Parliament which hovers over us and which, by its very presence, successfully protects the interests of management."

Info wanted on the Lake Erie & Pittsburgh. When and why it was chartered, what traffic it handled, who controlled it, and some of the equipment used. We discovered some abandoned trackage and a bridge over the old Pennsy line through Brady's Lake, Ohio, but no one in this area can tell us much other than its name.—M. S. Woodruff and Vincent Benkovitz, 422 Kem Hall, Ashland College, Ashland, Ohio 44805.

In the early days many railroads operated their own express service. The Denver & Rio Grande for one, had Globe Express. Which railroad ran the CL&S Express Co.? I have a wax sealer with these initials and a station number 205; it must have been a fair-sized operation.—Robert Oakley, P.O. Box 113, Apache Jct., Arizona 85220.

The *Chronicle-Herald* newspaper, Halifax, N.S., tells of a survey being made of Canadian railway stations by the National Historic Sites Service, an agency of the Canadian federal government.

"Stations have declined grately in recent years," the paper states," not only in the nature of their use but also in their social position in a town. A generation ago, they were a center of community life and activity. They were the threshold for travellers of the world beyond the town limits.

"All that is changed today and much is gone. Many a busy depot has become little more than a business office. And in a great number of towns and villages the station has been removed or reduced to the status of a shelter. It is satisfying, then, to learn that a serious effort is being made to preserve a record of this segment of Canadian history. It will not be an easy task because so much of the record already has been erased."

The City of New Haven, Conn., has hired a consulting firm to study the feasibility of converting New Haven's Union Station into a "multi-modal" transit center designed to help travelers change from trains to inter-city buses and other forms of transportation.

Railroading Overseas

THE MOST THRILLING train ride I've ever taken was from Kandy, high in the mountains of Ceylon, in Colombo, the island's major city on the Indian ocean. Kandy is the country's ancient capital. It sits in a 4,000-foot high valley surrounded by green-clad peaks up to 7,000 feet high. From there the train slides over the rim of a tropical mountain and starts the journey down to the ocean. It passes through groves of coconut palms, forests of tropical trees and plants, crosses and recrosses the Mahaweliganga River in which you sometimes see elephants bathing, refreshing themselves after a hard day's labor of hauling giant logs from the forests, women washing their clothes in the streams and, late in the day, bathing. There are terraced rice paddies in which the patient water buffaloes work, rubber, tea and banana plantations, and lots of flowering trees to be seen.

The ride takes about three hours, and as we started down late in the afternoon, we saw all those things, and arrived just as darkness settled on the land—Wade Franklin, Chicago *Sun-Times* travel editor.

In 1950 the French National Railways inaugurated *The Mistral* on the Paris-Nice run. The train was steam-powered over most of the route and covered the 675 miles in 12 hours, 48 minutes. Latest schedule I've seen shows *The Mistral* taking only 8 hours, 58 minutes, powered by electrics. Thus the French have cut the schedule an average of 10 minutes a year for 23 years, truly an impressive performance. What would American railroad passenger service be like today if management had decided to speed up the trains every year since World War II? —Henry Korman, 3050 Maryland St., #5, Longview, Wash. 98632.

The Trans-Gabon Railroad is signing contracts for a rail line to be built from Owendo to Boone in the Gabon Republic that was formerly part of French Equatorial Africa.

Typical Irish wit: A passenger complained of the slow speed on a train ride from Cork to Dublin. "If you want to travel faster," the conductor retorted, "get off and walk." The passenger replied: "I would, only I don't want it that much."

Detroit, Toledo & Ironton train J02, headed by GP-38, crosses trestle at Quincy, Ohio, in June, 1973.
David Oroszi, 727 McCleary Ave., Dayton, Ohio 45406

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

Des Moines & Central Iowa Ry. No. 100 is a Phase I 70-tonner built in Oct. 1947. Hogger, shown at this Des Moines crossing in '65, easing train along.
Photograph by Don Dover

BIG ROADS are pouring out millions of dollars for new equipment. The Santa Fe, for example, includes as part of its 1974 capital expenditure program about $90 million for locomotives and 1838 new freight cars. Besides buying 54 new diesel units, it will rebuild 110 diesel units in its company shops. Its new locomotive orders include 27 3600-hp units from General Electric, plus ten 3600-hp and 17 2300-hp units from the Electro-Motive Division of General Motors. The railway's own shops at Cleburne, Texas, will rebuild 52 diesel road units and convert them into modern 1500-hp road switcher units, while shops at other locations will rebuild 25 2400-hp units, 26 1500-hp units, and seven 1200-hp switch engines.

Even more money—in excess of $100 million—will be spent by the Union Pacific in 1974 for new equipment. The UP program includes acquiring 100 new locomotives in addition to 3030 new freight cars. Its 1974 locomotive order consists of 40 EMD GP 38-2 locomotives of 2000-hp, 30 EMD SD40-2 locomotives of 3000-hp, and 30 GE U30C 3000-hp locomotives.

This country's market for locomotives is very healthy, according to the Association of American Railroads, which says the major roads increased their diesel fleets by 380 units in the first eight months of 1973, and the new units are almost twice as powerful as those being retired. The AAR cited 1103 new units put into service during that period but only 723 retired.

New hp totals 2,545,000 as compared with 1,282,000 for old units, or an average horsepower of 2030 for each unit as against 1070 for the old. There were 26,828 diesel units operable in Jan. 1973, and 27,208 on Sept. first. Class 1 railroads also have on order 448 new units and 80 being rebuilt. These figures reflect the trend toward scrapping off-brand units and light switchers, and the success of EMD's "Mid-Range" GP-38's and GE's U-23 and U-30.

VERMONT's famous St. Johnsbury & Lamoille County Railroad (see page 4), in danger of immediate abandonment, has been given an eight-month shot in the arm, according to Elwin K. Heath, Box 15, Barre, Vt. 05641. The state came through with a check for $75,000 for emergency repairs and the Central Vermont has put about 20 men and track machinery to work on the Swanton end. Evidently the SJ&LC will operate only between Swanton and Hardwick.

SJ&LC was a railfan's delight, with covered bridges and 2-8-0's when Sam Pinsly bought it from Maine Central. He did away with the 2-8-0's and powered the line with GE 70-ton diesels, operating them cab-to-cab in multiples of two. In recent years there were ex-New York Central GP-9's and Delaware & Hudson RS-3's. The short line is now using ex-D&H RS-3 No. 4073. According to Warren Fancher of Morrisville, it will keep this unit and one other and will lease two 1000-hp diesels (probably Alco S-2's). All other motive power on the property will be sold off.

Three 70-tonners were shipped out to Montpelier, Vt., to the Montpelier & Barre (another Pinsly property) for disposition. These were the 46 and 52 and M&B 22. Four 70-tonners remain but are not in use: SJ&LC 48, 54, and 55 and M&B 30. The last-mentioned is even on a disconnected piece of track! These locos are at Morrisville and the Pinsly people are handling the business at their offices in Barre.

Other equipment on hand: M&B 15-ton Link-Belt crane 175, SJ&LC 15-ton Link-Belt crane 300, SJ&LC 120-ton ex-B&M wrecking crane 301, SJ&LC work car C-5, ex-B&M wood combine 3005, SJ&LC 50-ton steel flats 714 and 718 (ex-B&M, B&C, and M&B), SJ&LC 50-ton steel flat 725 (ex-B&M, B&C, and M&B), SJ&LC 40-ton steel flat 418 (ex-B&C and M&B), and 20 miscellaneous boxcars headed for scrap.

GENERAL ELECTRIC, flushed with success of its 44-ton diesel switcher, marketed an engine in 1946 that was destined to fill the gap between the 44-ton size and the 100- to 120-ton switchers then in use. The idea was to capture the shortline market, plus having an engine capable of 60 mph speeds and offering a more conventional appearance than the center-cab 44-tonner. In May of that year, out of Erie, Pa., came the 70-tonner, an end-cab switcher 37 feet long that bore the standard GE appearance, enhanced by the boxy design and the GE fabricated switcher trucks.

The cab was a duplicate of the 44-tonner cabs except that they were set at the extreme end of the hood instead of the middle. The prime mover was a new model 6-cylinder Cooper-Bessemer FWL-6T, a turbocharged engine producing 600 hp. It is interesting to note that this same prime mover, although in a 16-cylinder form, was to power the U-25's of the future, putting GE where it is today in the diesel market.

As the 70-tonner came of age, certain small changes were made in style. The first phase featured a flat nose under the small single-beam headlight. Phase 2 saw the introduction of a set of shutters on the nose under a rectangular twin sealed-beam light, and phase 3 (all units of this phase were exports) replaced the shutters on the nose with a rigid set of louvres and a recessed headlight. Side louvres on the hood doors went from none (very first 70-tonners were vented only through the roof) to five on the left, six on the right, to phase 3, which saw louvres almost the full length of the hood. The use of multiple-unit control was a strong selling point. Most of the units sold to railroads featured m-u jacks. Units sold to industrial concerns account for most of the non-m-u 70-tonners.

The 70-tonners had a 105:15 gear ratio and were given a maximum "safe" speed of 55 mph. Tractive effort (at 30 percent adhesion) was rated at 41,700. They were perfect for branch lines and medium switching chores, although the great bulk of them went to short lines and industrial users. Some of the larger roads which operated 70-tonners include Canadian National, C&O (ex-Pere Marquette engines), L&N, Katy, Rutland, Pacific Great Eastern, and Southern Pacific. Formerly the SP, largest single owner, had 21 of them. At last report (6/71) SP 5103 and 5109 were still in service. The remainder of the 70-tonner roster reads like a who's who in the shortline world, with many engines being sold to other roads or to industry. Many 70-tonners are pounding the rails today in all parts of the country.

Numerous variations on the original 70-tonner design include L&N 99 (ex-126, now on the Marianna & Blountstown in Florida). This is a phase 2 70-tonner built with eight louvres on the right side, as phase 3 was in later years. The 99 was rebuilt in 1953, so at present it may not have its original louvres. Most of the 70-tonners built for industrial customers retained the single-beam headlight in a circular mounting.

In 1949 three "stubby" models were produced for Maryland Slag Co., each weighing just 65 tons but otherwise duplicates except for hood size. Industry wanted more weight, so GE added 3½ inches of steel plate to the frame. This produced a 95-tonner, which again is a duplicate of the 70-tonner except for the thick frame. Forty-nine 95-tonners were built. Great Lakes Steel Nos. 23, 24, and 37 were variations on this theme, as a thinner deckplate was used, making them 85-tonners. These engines are now used by Copperweld Steel at Warren, Ohio.

Two 70-tonners were built with dynamic brakes, which stretched out the hood length, making them noticeably longer, with different louvre designs.

These belonged to Southwest Portland Cement Company's 5 and 6. Both engines have been sold, 5 to the Santa Maria Valley and 6 to the Modesto & Empire Traction. Are they still running? Probably the strangest 70-tonners built were three C-C models for U.S. Potash at Loving, N.M. The USP 4-6 are narrow-gage units. Forty-six similar units went to Brazil in 1947.

GE 70-tonner Demo 7001 took to the rails in May, 1946. After tests and demonstrations it was sold to the Thurso & Nation Valley in Canada as its No. 5. The T&NV sold it to Canada & Gulf Terminal in 1949 as their 355, since renumbered 101. The last 70-tonner was built in March '59 for Ingenio de San Cristobal y Anexas, in Mexico as their 306. The last U.S. 70-tonner was No. 11 of Winifrede in West Virginia and the last Canadian was Grand Falls Central 101-103. *Diesel Spotter's Guide* sets the total 70-ton production for North America at 239, and the 95-ton totals for U.S. and Canada (none to Mexico) at 47.

X2200 South claims that forty-nine 95-tonners were built, so somebody out there must be having trouble in measuring deckplates. Add to this figure 181 70-tonners to South and Central America, the West Indies, and the Philippines, and 88 similar engines ranging from 64 to 100 tons which went to South America and Pakistan.

A complete 70-ton roster was featured in the May-June '71 issue of *X2200 South,* but as I stated, with so many resales and renumbering of these little fellows, taking an accurate head count is a large, tedious job. Even so, you should be familiar with these locos. Scrappings have taken their toll, but many are still in daily service.

Barre & Chelsea No. 14, Phase I 70-tonner built in Sept. 1947, ready to move 'em out at Barre, Vt., in 1954.
Collection of Jim Edmonston

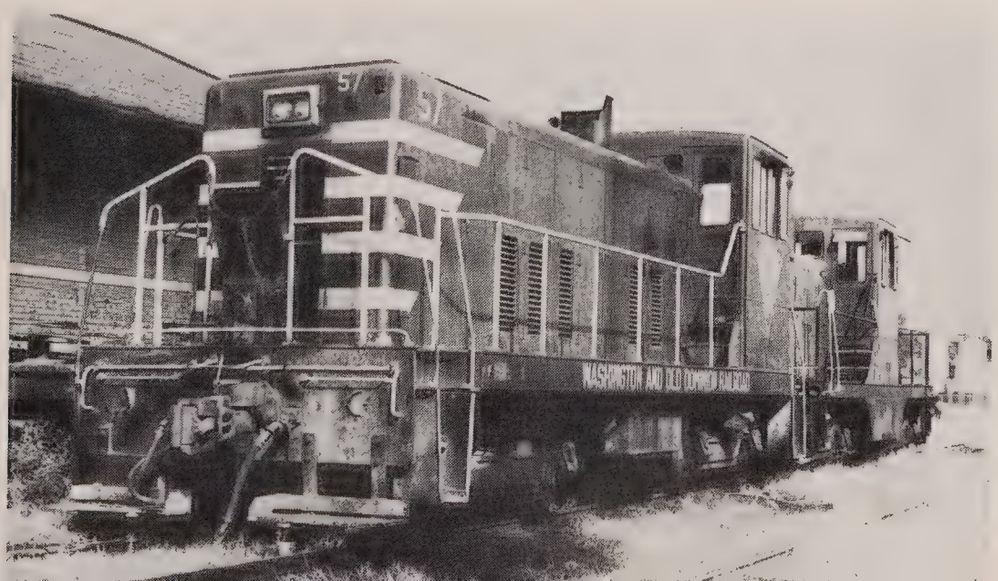
BRITISH RAIL unit 1023, the *Western Fusilier,* a 2700-hp western class 52 diesel-hydraulic, has returned to the great Swindon Shops for its last heavy overhaul, *British Rail* reports. The class 3's will make 1023 fit for a further period of service until the end of 1974 or mid-'75. Built in September '63 with two Maybach 1350-hp engines and a Voith hydraulic transmission, No. 1023 also has the distinction of being the last mainline diesel to be repaired at Swindon. This unit rolled up 743,000 miles in those ten years and has been repaired twice and repainted once. Class 52's will be replaced by class 47's and class 50's by the West Coast electrification to Scotland.

WORKING on a history of Jersey Central motive power, Frank T. Reilly, 16 Sanford St., Dover, N.J. 07801, sends us a few notes. In August '73, he writes the Jersey Central bought two RS-3's from Precision National. They are green and yellow, numbered CNJ 1560 and 1561. Budd cars 556 and 557 are being completely rebuilt at Elizabethport Shops, the repairs financed by the New Jersey department of Transportation.

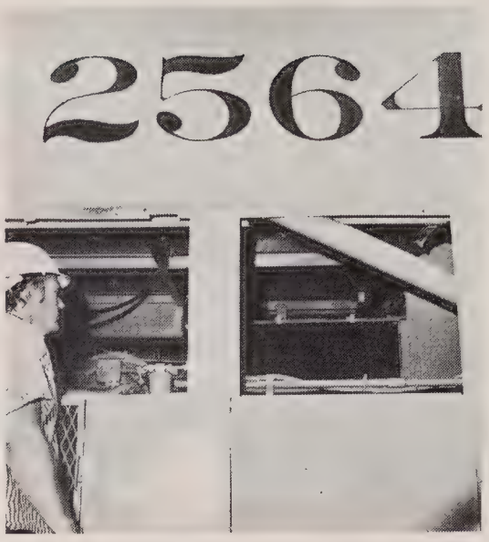
Jersey Central is currently leasing from Erie Lackawanna Alco RS-3's numbered 1050, 1051, 1053, and 1057. Earlier last summer they had EL 2408, 2409, and 2410, but these have been returned. At the scrap yard of Naporano Iron & Metal in Newark, N.J., these engines awaited the torch on Labor Day: EL Alco switchers numbered 533, 537, and 549; D&H RS-3 No. 4096, Central Indiana SW-1 No. 1, and Bessemer & Lake Erie Nos. 403 and 408, a Baldwin DRS-6-6-1500 and AS 616, respectively.

DONALDSON CO. of Minneapolis announces a new line of cylindrical air cleaners for use in locomotive air compressors. These can be adapted to fit

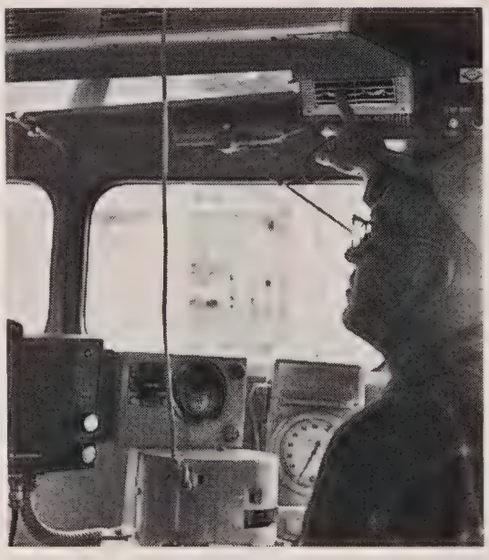
Collection of Stephen M. Timko, Jr.
Just the two of us. Washington & Old Dominion Phase II 70-tonner, No. 57, with Striegel Supply No. 9332, ex-Pennsy 44-tonner at Leesburg, Va., in '66.



Mitchell Co. ships complete unit to Santa Fe's Cleburne, Texas, facility.



The engineer has directional control of the air vents on locomotive 2564.



Condenser is located in blower area providing the air for cooling system.

compressors using oil bath or wire-screen cleaners. They have a 99.9 percent filtering efficiency and will last up to one year or more under normal operating conditions. Their life can be extended by periodic cleaning with compressed air or detergents.

CASEY JONES might well come back from the Promised Land if he could take over the throttle of a modern rebuilt Santa Fe locomotive. Instead of wrestling a hot, sweaty, fire-breathing steamer, Casey could sit back in air-conditioned comfort in a quiet, 1500-hp diesel.

The Santa Fe, working with a Dallas manufacturer of Mark IV automotive air conditioning, John E. Mitchell Co., started development of the first air-conditioning system for locomotives in late 1972. A pilot program established a system that could stand up to the rugged working environment. Initial test units led to the commitment to air-condition 50 rebuilt locomotives in 1973. Santa Fe is also specifying air-conditioning on new locomotives purchased direct from manufacturers this year.

Project engineer Theodore Smith drew up test plans for initial design. Early data indicated sturdy materials requirements. The new unit is made from 18-gage metal (compared to 20 gage for automobiles), is screwed or bolted together, and uses no plastic. Support brackets are welded in place to become a permanent part of the locomotive structure.

Developing the proper components and locating them within the structure were the key design considerations. While space was not a major limitation, the component pieces had to be compact enough to fit smoothly into the various cab locations. Mitchell engineers developed a condenser and evaporator system that could handle the cooling requirements and the rugged working environment. Given the design parameters, they developed a tandem condenser package using two Modine condensers.

The units are shipped from Mitchell to Santa Fe's Cleburne, Texas, rebuilding operation. Locomotives are completely torn down and rebuilt from the wheels up. As rebuilding takes place, the various components are installed.

The compressor is mounted in the engine compartment and "V" belt-driven from the air compressor drive shaft. The condenser is mounted in the blower section that provides air for cooling the electric system. The evaporator is located in the locomotive control cab. The engineer controls the system through a simple single control of the evaporator fan speed. In addition, five louvered openings permit individual air direction.

CINCINNATI had a banner day recently on the Baltimore & Ohio as both "Commemorative" GP-40-2's came in different trains, GM-50 out of Louisville and 1977 (Second) out of St. Louis on 88. The Louisville & Nashville also is making things interesting, with U-30C No. 1499, the rolling XR series billboard in gold, black, and white, and newly-rebuilt GP-9 No. 511, complete with a chopped nose and new paint. Also, L&N has been fooling with the rack settings on new U-23B's numbered 2744-2749 and now rates them at 2750 hp on an experimental basis, the work being done at South Louisville. Look for them! At last report, they were running in the Nashville area.

Reports also have it that the B&O boys at Glenwood Shops, Pittsburgh, have dolled up the first switcher (S-2 9007) in Chessie System paint. As I write this, *X2200 South* is preparing to run a photo of the 9007, so the rumor must be true. The Southern is getting a new order of automatic discharge 100-ton hoppers from Ortner Freight Car here, for Covington, Ky.; and a new unit train (coal) operation from southwestern Indiana to Georgia is in the works. Speaking of new cars, you fellows living near the Seaboard Coast Line should have seen by now the big yellow and purple covered hoppers. L&N is sending them south through Cincinnati. They are Pullman-Standard Butler (Pa.) products.

EARLE WM. MAIER, P.O. Box 51, Oshtemo, Mich. 49077, wants to get in touch with anyone having firm plans for saving historical and pertinent diesel models. Some fellow in Canada (maybe Bruce Chapman?) once sent me a list of locos proposed for display by a group there, and Don Dover of *X2200 South* has a list of all models saved at this time. It's a worthwhile endeavor.

SEND diesel news to my new address: Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. ●

HOBBY CLUB

conducted by Sy Reich

Copperweld Steel Co. 7 outside plant at Warren, Ohio. The 85-tonner, with added thick steel plate on frame, illustrates Industrial Phase I 70-tonner.
Collection of Stephen Timko, Jr.

IN A FUTURE issue we'd like to carry as many as possible names and addresses of railfan organizations in the U.S., Canada, and elsewhere. We did this several years ago and now it's time to bring the old list up to date. We are asking you to help us in obtaining this info. If letters and cards are any criterion, we aren't alone in wanting to see such a list.

Oldtime railroaders, men and women, are invited to join the National Association of Retired and Veteran Railway Employees. This includes all "rails" with ten or more years of service who are still working. The Association has 131 units in 31 states and a membership of over 15,000. It was organized in 1937 to advance the members' interests under provisions of the Railroad Retirement Act and to cooperate with all standard rail labor organizations. This body has helped to improve retirement benefits, increase widows' pensions, etc. Dues are $4 annually for men, $3 for women. Write Maurice Jacobson, 5812 McKinley Place N., Seattle, Wash. 98103.

A reproduction of an 1884 Chicago, Rock Island & Pacific timetable-system map containing many interesting details can be had for $1, plus 25¢ for postage and handling charges. Send check or money order to Public Relations Dept., Rock Island Lines, 139 W. Van Buren St., Chicago, Ill. 60605.

Wanted for New York Central pictorial history book being prepared by Rochester Chapter of NRHS: photos of NYC locos, especially steam, also cars, stations, etc. Every item used in book will be credited. Write Charles M. Knoll, 120 Coolidge Ave., Shreveport, N.Y. 14559. All material will be returned whether used or not. Enclose SSE.

Electric fans will like "The Far-West Trolleys," with pix, by John E. Hoffmeister in Sept. '73 *Canadian Rail*, the excellent journal of Canadian Railroad Historical Assn., P.O. Box 22, Station "B", Montreal 110, Que., Canada.

The State Historical Society of Colorado has concessioned out to Lindsey Ashby, president of the Colorado Central Narrow Gage, the rebuilding and operation of the famous old Georgetown Loop, reports the Rocky Mountain Railroad Club. Ten narrow-gage freight cars are on 800 feet of track at the Silver Plume depot, where construction will begin. Abutments for the first bridge have been poured and are ready for the pin truss steel bridge to be set in place. The Union Pacific has given the Society several miles of track for the Loop, while The Denver & Rio Grande Western has donated a caboose and five narrow-gage freight cars. Engine No. 40, from the old Colorado Central at Colorado City, will have the honor of pulling trains over the route until other power is obtained. Particular care has been taken to insure that the line will be as historically like the original as possible, yet adhere to present-day safety standards.

Richard Fogarty, a student at Union College in Schenectady, N.Y., was the winner of the 1973 National Railway Historical Society scholarship award for the best undergraduate paper on railroad history, according to E. L. Pardee, president of the Society. Fogarty wrote on "The Financial Failure of the Penn Central." The Society makes this award to encourage original writing by undergraduates on transportation subjects.

Mid-Continent Railway Historical Society's old Milwaukee City Ry. horsecar, formerly used in Society-participated parades, has found a new home at the East Troy, Wis., Trolley Museum. The car, says the Society's *Gazette*, is back in its element of traction in the area with the blessings of owner Milwaukee County Museum.

Burlington Northern will have its *Minnetonka*, an early-day Northern Pacific steam loco, in Tacoma, Wash., on Dec. 9 to 16, 1973, to help observe the centennial of NP's arrival at Puget Sound on Dec. 16, 1873, according to *The Train Sheet*, Tacoma Chapter of NRHS.

The Foxcote Manor Society of England hopes to raise enough cash to buy and restore ex-British Railways No. 7822, the *Foxcote Manor*, one of the famous Manor class steam locos. At present she lies in fair condition at a scrap yard in South Wales after being withdrawn in 1967. She is a 17-year-old Ten-wheeler and weighs some 100 tons, including tender. Anyone interested in this project contact David Norman, secretary of the Society, 4 Yew Tree Court, Gresford, near Wrexham, North Wales, United Kingdom.

The name *Land O' Corn* was finally chosen (or rechosen) out of 26 entries to NRHS North Western Illinois Chapter's "Name the train" contest, recently held to give a title to Amtrak's new Chicago-Rockford-Dubuque service. So says their newsletter *North Western Limited*. The winners, each of whom will get a free ride on the train, are Mrs. Pat Olson of Rockford and Dave Ingles of Milwaukee. Judging for the contest were Gene Glendinning of Amtrak, Chicago; Fred Frailey, regional editor of *U.S. News & World Report*; and Arthur D. Dubin, author of *Some Classic Trains* and a director of the R&LHS. The equipment will consist of two RDC's with conventional equipment used during heavier travel periods. Presumably, one RDC will offer food service. The proposed schedule has the train leaving Chicago at 6 p.m., arriving Rockford 7:45 p.m., and Dubuque, 10:03 p.m. Eastbound, different schedule on Sunday, would leave Dubuque daily at 6 a.m., arrive Rockford 8:14 a.m., Chicago, 10:03 a.m.

A special Pullman car which carried President William McKinley on a tour of the West is now resting on a lawn in South Carolina. A family by

the name of Parks in Parksville had offered space on their property for the 1885-built car when it was retired from the Charleston & Western R.R. in 1952, providing that they be given first opportunity to buy it if the Pullman Co., which owned it, ever decided to sell. The original built-in icebox and shower are still in the car, as are the original bullet-proof windows. There are two suites, a small one with two berths and a larger one, probably McKinley's, with a brass bed and a horsehair mattress.

Pine Creek Railroad in Allaire, N.J., reports that its valiant dame of the rails, *Lady Edith*, may never run again, due to thinning of the front tube sheet. External acid corrosion from exposure to soot, cinders, and the elements over the years has woven a web of destruction. However, Pine Creek holds out the slim possibility of her running again if those twin perishable commodities, time and money, presents itself.

Indiana Railway Museum, formerly headquartered in Westport-Seymour area in Indiana, is now located at Greensburg, Ind. They have two ex-Erie Stillwell coaches powered by 0-4-0T No. 11, says Cincinnati Railroad club.

If railfans visiting Boothbay Railway Museum at Boothbay Harbor, Me., last summer, found the Museum's little 1913 German-built engine perking along better than ever, it was due to the expertise of some Maine Central steam loco employees at their Waterville shops. Earlier in 1973, the engine had a major overhaul of running gear and valve and piston assemblies, plus a paint job. While the Museum includes antique cars, a schoolhouse, general store, toy shop, barber shop, jail, post office, and bank, its rail operation is the key attraction. George H. McAvoy bought the abandoned Freeport, Me., station in 1965, cut it into nine pieces, and moved it to Boothbay. It now serves as the setup's main building. Other memorabilia includes the restored Belfast & Moosehead Lake station that served Thorndyke, a MEC caboose, a narrow-gage coach, baggage trucks, signs, signals, and rooms of photos and artifacts.

By the time you read this there may be two new tenants at Pacific Locomotive's Richmond, Calif., facility. They are Longview, Portland & Northern Baldwin 660 diesel and ex-Clover Valley Lumber No. 4, a 1924 Baldwin 2-6-6-2T from Tahoe Timber Co., Reno, Nevada. ●

Chicago Great Western D-7 No. 153 pulled the last run of southbound passenger train No. 5 from Minneapolis, Minn., to Kansas City, Mo., April 28, 1962.
Jim C. Seacrest, 2101 Birchwood, North Platte, Nebr. 69101

Chicago Great Western Railway

Final CGW Roster Compiled by Sy Reich

Railroad Class	CGW Road Numbers	C&NW Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
——	1	——	175	Baldwin	——	C	9,000	59,000	1925	3
D-1	2	——	800	WH	——	B-B	58,190	232,760	1934	1,6
——	3-4	——	800	WH	——	B-B	57,500	230,000	1936	1
D-2	5-7	143;1209 (2nd); ——	600	GM-EMC	SC	B-B	50,000	200,000	1936	2,6
D-3	8	1010 (2nd)	1000	Alco-GE	S2	B-B	57,650	230,600	1947	
D-3	9	1014 (2nd)	1000	Alco-GE	S2	B-B	57,650	230,600	1947	
D-3	10	1015 (2nd)	1000	Alco-GE	S2	B-B	57,650	230,600	1947	
D-2	11-15	11-15	660	Alco-GE	S1	B-B	49,500	198,000	1948	
D-3	16-24	16-24	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	
D-3	25-29	25-29	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	
D-3	30-31	30-31	1000	GM-EMD	NW2	B-B	62,000	248,000	1949	
D-3	32-33	32-33	1000	BW	DS 4-4-1000	B-B	58,750	235,000	1949	
D-3	34-41	34-41	1000	BW	DS 4-4-1000	B-B	58,750	235,000	1949	
D-3	42	42 (2nd)	1000	GM-EMD	NW2	B-B	62,000	248,000	1949	
D-5	50-52	50-52	1500	Alco-GE	RS-2	B-B	60,990	243,960	1949	
D-5	53-57	53-54;55-57 (2nd)	1500	Alco-GE	RS-2	B-B	60,990	243,960	1949	
D-4	58A,B	58A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	124,000	496,000	1948	
D-4	59A,B-65A,B	59A,B-65A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	124,000	496,000	1949	
D-4	66A,B	66A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	124,000	496,000	1949	
D-7	101A,C-106A,C	——, 101C, ——, ——, ——, 104A, ——, ——, ——, 106A, ——	1500	GM-EMD	F3A	B-B	57,500	230,000	1947	5,6
D-7	107A,C-112A,C	——, 109C, ——, 107C, 108A,C, ——, 109C,-110A,C 111A, ——, 112A,C	1500	GM-EMD	F3A	B-B	57,500	230,000	1948	6
D-7	113A,C-115A,C	113A,C-115A,C	1500	GM-EMD	F5A	B-B	57,500	230,000	1949	
D-7	116A,C	116A,C	1500	GM-EMD	FP7A	B-B	64,500	258,000	1950	
D-7	101B-106B	101B-106B	1500	GM-EMD	F3B	B-B	57,500	230,000	1947	
D-7	107B-112B	107B-110B, ——, 112B	1500	GM-EMD	F3B	B-B	57,500	230,000	1948	6
D-7	113B	113B	1500	GM-EMD	F7B	B-B	57,500	230,000	1950	
D-7	114B-115B	114B-115B	1500	GM-EMD	F7B	B-B	57,500	230,000	1950	
D-7	116B	116B	1500	GM-EMD	F7B	B-B	57,500	230,000	1950	
D-7	101D-104D	101D-103D, ——,	1500	GM-EMD	F5B	B-B	57,500	230,000	1949	6
D-7	105D-108D	105D-108D	1500	GM-EMD	F7B	B-B	57,500	230,000	1949	
D-7	109D-110D	109D, ——	1500	GM-EMD	F7B	B-B	57,500	230,000	1949	6
D-7	111D	111D	1500	GM-EMD	F7B	B-B	57,500	230,000	1949	
D-7	112D-114D	112D-114D	1500	GM-EMD	F7B	B-B	57,500	230,000	1950	
D-7	115D	115D	1500	GM-EMD	F7B	B-B	57,500	230,000	1951	
D-7	116D	116D	1500	GM-EMD	F7B	B-B	57,500	230,000	1950	
D-7	116E,F,G	116E,F,G	1500	GM-EMD	F7B	B-B	57,500	230,000	1951	
D-6	120-121	120-121	1500	GM-EMD	GP7	B-B	60,000	240,000	1951	
D-7	150-152	4101A (2nd); ——; 4101C (2nd)	1500	GM-EMD	F5A	B-B	57,500	230,000	1948-9	5
D-7	153-156	4102A (2nd); ——; 4102C (2nd); 4103A (2nd)	1500	GM-EMD	F7A	B-B	57,500	230,000	1949	5
?	201-208	802-809	2500	GM-EMD	GP30	B-B	64,625	258,500	1963	
?	401-409	921-929	3000	GM-EMD	SD40	C-C	96,550	366,200	1966	

Roster is based on data from the Chicago & North Western and is accurate as of Jan. 10, 1972. Locomotive builders: WH, Westinghouse Electric Co.; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; BW, Baldwin-Westinghouse. Tractive effort and weight are given in pounds.

(1) 2 rebuilt GM-EMD (12/41). 3-4 sold (3/31/51).

(2) 5 rebuilt to SW900, reclassed D-3 (1957).

(3) 1 scrapped (6/28/56).

(4) Omitted.

(5) 151, 154, 102A, C, 103C, 104C, 105A, C were traded to GM-EMD for GP30's.

(6) The following units were disposed of before the CGW merger with C&NW: 2, 7, 101A, 103A, 106C, 107A, 109A, 111C, B, 104D, 110D. ●

Coming Events

(No charge for listing in this column)

Dec. 1: N.Y. Chapter of R&LHS, special pre-Yule bus trip from New York City to Essex, Conn., incl. trolley rides, Branford Trolley Museum, Steam at Christmastime, Valley R.R., and festive dinner setting at an old river inn. Contact George Basch, trip chairman, 85-35 143rd St., Jamaica, N.Y. 11435.

Dec. 8: steam quadrupleheader spectacular on Christmas Edaville Express; first time on slim-gage since 1950; photo stops and run-by depend on schedule. Write Frank Kyper, trip chairman, Mass. Bay Railroad Enthusiasts, P.O. Box 136, Ward Hill, Mass. 01830.

Dec. 29: doubleheaded steam over Green Mt. R.R., Bellows Falls to Rutland, Vt., behind ex-CPR 4-6-2's 1246 and 1278, coaches, open-air baggage car; lv. Steamtown, Riverside, Vt., 9 a.m.; return 4 p.m.; seating capacity limited; $13.95. Contact Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101, or phone 802 463-3937.

Jan. 12, 19, 26; Feb. 2, 9, 16, 23; also March 2, 9, 16, 30; NRHS reserved space in ex-"Prospector" baggage-dorm-coach on a popular D&RGW ski train, Denver to Winter Park, Colo.; lv. Denver 7:35 a.m.; return 6 p.m.; $5 round trip. Contact Bob Richardson, Colorado Railroad Museum, P.O. Box 641, Golden, Colo. 80401, or Kanton Forrest, Intermountain Chapter of NRHS, P.O. Box 5181, Terminal Annex, Denver 80217, or Tom Daniels, Colorado Midland Chapter of NRHS, P.O. Box 9161, Colorado Springs, Colo. 80909. ●

New Roster Information

Additional data for our Kentucky Short Lines roster (Oct. '73) comes from Met-Mex Penoles and George R. Silcott. New note 35 should read: F&C ? were originally Chesapeake & Ohio 5038 and 5044; then Baltimore & Ohio 9136, 9142; then F&C ? (1972). New note 36 should read: F&C 100 was sold to George R. Silcott, renumbered 100; then to Met-Mex Penoles, renumbered 100.

New data for our Detroit, Toledo & Ironton roster (Sept. '73) comes from George R. Silcott, Republic Steel, U.S. Steel. Note 3 should read: 910-911 were sold to the Chicago, West Pullman & Southern in 1961, renumbered 49-50. CWP&S 49 was sold to precision Engineering; then to George R. Silcott; then to Weyerhaeuser, renumbered D-10; then to the Texas, Oklahoma & Eastern, renumbered D-10. CWP&S 50 was sold to Precision Engineering, then to George R. Silcott, then to Interlake Steel. 914 was sold to George R. Silcott (1961); then to Mississippi Export, renumbered 62 (1961); then to Whisler Equipment Co. (1965); then to George R. Silcott; then to the Marinette, Tomahawk & Western, renumbered 62 (1966).

Note 4 should read: 912-913, 916, 915, 920-921 were sold to George R. Silcott and Hyman-Michaels (1970). 913 was resold to Republic Steel, renumbered 909 (6/70). 920-921 were resold to U.S. Steel, renumbered 114-115, 916 was resold to Republic Steel, renumbered 136. 912 was resold to Republic Steel, renumbered 135. Note 5 should read: 922-924 were sold to Republic Steel (8/71, 6/71, 6/71), renumbered ?, 132, ?.

Corrections to our Kansas Short Lines roster (Aug. '73) come from George R. Silcott and Lynn Davis. KO&G diesels 570-571 should be model GP28. Note 13 should read: KCT 40-44, 50-51, 54 were sold to Prolerized Steel (8/12/64). One unit of these was sold to George R. Silcott, then to Michael Schiavone & Sons. Note 21 should read: KCT 61 was sold to George R. Silcott, then to Whisler Equipment, then to L.G. Everest Inc. renumbered 13346.

Additional data for our Erie/Lackawanna roster comes from Lynn Davis. Note 60 should read: 1004 was rebuilt from the body of D&H 4123 and engine of EL 908.—Sy Reich ●

Pen Pals Wanted

(No charge for listing here)

Bill Church (MoPac condr.), 512 55th Terrace Dr., North Little Rock, Ark. 72118, wants name and address of person who sent him two Woodstock RR. postcards.

Richard M. Castagna (14), 512 W. Oak St., North Aurora, Ill. 60542, wants pen pals interested in the Chicago, Aurora & Elgin and/or the Fox River Line.

Tom Francis, 702 Railroad St., Ypsilanti, Mich. 48197, will write to anyone interested in PC, GTW, C&O.

Lourelyn Cenzio (30), 461 A.F. Llamas Street, Cebu City, Philippines.

Gary W. Zeitler (28), P.O. Box 2876, Tulsa, Okla. 74101.

Nancy Wallace (16), Route 2, Box 183, Faribault, Minn. 55021.

Maria Erlinda Nagret (21), 183 I-T Villa Road, Cebu City, Philippines.

Clarence B. Mumma, 2520 W. John St., Grand Island, Neb. 68801, wants to locate grandson, Stephen Stafford, born in Omaha on Feb. 19, 1947, who may have served in Air Force in 1960s.

Rosario Chiong (20), 241 M.C. Briones Street, Cebu City, Philippines. ●

BOOKS OF THE RAILS

by GORTON T.H. WILBUR

THREE BARRELS OF STEAM, by James E. Boyton, 160 pages, 8½x11", hard cover, photos, diagrams, rosters; Glenwood Publishers, P.O. Box 194, Felton, Calif. 95018. $12.75.

Boynton's portrayal of all 60 three-cylinder 4-10-2's on Southern Pacific and Union Pacific is the result of almost 40 years of intense interest and study of a western giant which flattened rails and frustrated maintenance personnel. Their record in wrecks, robberies, explosions, floods, and other disasters is all here. Accolades must go also to Gerald M. Best, Guy L. Dunscomb, and Allen Youell for their high-quality photos.

STEAMING UP! *Autobiography of Samuel M. Vauclain*, with Earl Chapin May, 319 pages, 5½x8½", hard cover, photos, text; Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $8.95.

This book, out of print for more than 40 years but now available again, covers the reminiscences of Vauclain and his rise from a roundhouse mechanic to that of the big wheel with the famed Baldwin Locomotive Co.

WORLD-FAMOUS HORSESHOE CURVE AND ALTOONA, 64 pages, soft cover 6x9", photos, diagrams, statistics; Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018, $4.50 plus 25¢ handling.

A cover dressed up in good old Pennsy Tuscan red with gold lettering and an I-1 bending around the curve toward Gallitzin sets the stage for another of Albrecht's very interesting series of *Steam Locomotives of Yesteryear*. He gives excellent steam photo treatment to famed Horseshoe Curve and to Altoona, home of the unforgettable Pennsy shops.

THE BLACK RIVER & WESTERN STORY, by Virginia Smith, 44 pages, 8½x11", soft cover, photos, rosters, map; Quadrant Press, Inc., Suite 707, 19 W. 44th St., New York, N.Y. 10036, $2.00.

Good copy with fine photo spread of an interesting short line in the rolling hills of western New Jersey operating passenger service for tourists in the summer and hauling freight all year.

VANCOUVER ISLAND RAILROADS, by Robert D. Turner, 170 pages, 8½x11", hard cover, photos, maps, rosters; Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $13.95.

Vancouver Island, on the west coast of British Columbia, has been the site of railroading for over 100 years. In interesting text backed up by more than 250 good illustrations, Turner brings to life the numerous logging and mining railways, an electric interurban and streetcar system, short lines, construction railroads, and branch lines of Canadian National and Canadian Pacific.

STEAM-POWERED PASSENGER TRAINS OF YESTERDAY, Vols. I and and II, soft covers, 128 and 110 pages respectively, 5½x8", photos with captions, E.T. Mitchell, 107 W. Circular Ave., Paoli, Pa. 19301, $5 a set.

The indefatigable Mitchell has put together, in this third edition of his two volumes, a fascinating account, via pix, of old steam-hauled passenger trains in various locations around the U.S., Canada, and Mexico. However, E.T. should be a bit more careful about his picture captions.

GRASS BETWEEN THE RAILS, by Denny Rehder and Cecil Cook, 216 pages, 6x9", hard and soft covers, photos, maps, timetables, drawings, reports; Wauken & Mississippi Press, 6301 Colby, Des Moines, Iowa 50311, hard cover, $7.95 plus 24¢ Iowa sales tax, soft cover, $4.95 plus 15¢ Iowa sales tax.

Shortline operations usually make good, homey reading. This one about the Waukon, Iowa, branch of the Milwaukee, is just what I mean. The line meandered through northeast Iowa for almost a century before folding in 1972, first as the 3-foot gage Waukon & Mississippi in 1877, then as a segment of the Chicago, Clinton, Dubuque & Minnesota, and finally in the Milwaukee system in 1880. Here is the full flavor of single-track railroading and the good, small-town, Iowa folk who were part of this long-gone Americana.

Periodicals and Journals

***Canadian Rail*, Canadian Railroad Historical Association, edited by S.S. Worthen, P.O. Box 22, Station B, Montreal 110, Que., Canada, published monthly with photos, rosters, maps, timetables, diagrams. Associate membership in CRHA includes 12 issues, $8. The Association is to be commended for this outstanding publication. They have, in S.S. Worthen, an editor who knows his job.**

***The Bulletin*, Vol. 38, No. 2. National Railway Historical Society, edited by Wm. C. Wagner, P.O. Box 2056, Philadelphia, Pa. 19103; 47 pages, 6x9", soft cover, photos, diagrams, Chapter activities; members $4, associates, $4.50. Back issues, when available to members 50¢; non-members $1. Another well-balanced NRHS *Bulletin*. Good piece by Burton G. Brown, Jr., on "The Boston Subway, 1897."**

The Railroad Enthusiast, Summer and Autumn 1973, Railroad Enthusiast, Inc., edited by Frank Kyper, 20 Hilltop Dr., Burlington, Mass. 01803, 39 pages, 6x9″, soft cover, photos, maps; free to members, non-members pay 50¢ plus 25¢ handling. Frank has done it again. Good article about Grand Trunk adventures in New England, with nice picture layout. Central Vermont expert Jim McFarlane has an authentic piece on my favorite road, the dear old CV, and its operation under the aegis of Grand Trunk.

The Bulletin: Railroad Station Historical Society, Vol. 6, No. 3, 14 pages, 8½x11″, illustrated, bi-monthly, for members of RSHS, dues $3 a year; edited and published by William F. Rapp (one of *Railroad Magazine*'s "Interesting Railfans") 430 Ivy Ave., Crete, Neb. 68333. Always interesting to read about and see pix of old depots around the country. Bill does a swell job.

Nickel Plate Road Magazine, Summer '73, Nickel Plate Historical & Technical Society, edited by Skip Sassmannshausen, P.O. Box 9254, Ft. Wayne, Ind. 46809; photos, roster, maps, diagrams, model interest, $5 for members. Besides putting out a fine magazine dedicated to a colorful railroad, the Society sells NKPHTS emblems at 50¢ each, three for $1.25. Contact Howard Ameling, 619 Ewing St., Fremont, Ohio 43420. (SSE)

1974 Calendars Available

Unusual 1974 calendar with July-Dec. '73 summary featuring 13 outstanding 8x10 pix on 8½x11″ format of recent Southern steam excursions, spiral bound, $1.95 ppd., add 50¢ for first class postage, North Alabama Chapter, NRHS, 4163, Huntsville, Ala. 35802.

Good action steam plus two electrics make up large 11x17″ plastic comb bound calendar issue by California Southern Railroad Museum, Box 1162, Hesperia, Calif. 92345, selling for $1.75 each ppd.

Mixed steam and diesel photos of Nickel Plate and predecessor roads, 8½ x11″ size from Nickel Plate Historical & Technical Society, P.O. Box 9254, Ft. Wayne, Ind. 46809, selling for $2.25 each, or $2 for orders of three or more.

Steam-powered passenger trains are featured on a beautiful two-color calendar (open to 10x17) available at $2.75 (2 for $5) from Wayne Publications, Box 871, Ansonia Station, New York, N.Y. 10023.

Interesting "Down Under" railfan pix featured for $2, including postage, by Association of Railway Enthusiasts, 11 Inga St., Clayton 3168, Melbourne, Victoria, Australia, (The ARI is affiliated with the Railway Enthusiasts Society, Inc., of Auckland, New Zealand, and the N.Z. Railway & Locomotive Society.

Steam, diesel, doodlebug on 11x17″ New England railroad calendar. $2.30. —John F. Keavy, Jr., P.O. Box 214, South Station Fall River, Mass.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochell, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 25¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
NORFOLK & WESTERN STEAM, Rosenberg-Archer	$ 5.95	($ 5.65)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
400,000 MILES BY RAIL, by Blanton	$ 8.50	($ 8.05)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
DEPOT DAYS, by H. A. Stimson	$ 2.95	($ 2.80)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, by T. T. Tabet III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
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THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
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RAILROAD MAGAZINE DIESEL ROSTERS	$ 7.50	($ 7.15)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)

THE SWITCH LIST

All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

BUYING railroad collections and single items. I have been buying railroad, traction, and steamboat material for over 25 years and will gladly furnish bank and personal references. Arrangements can be made to pick up larger collections anywhere in the country. Single items and small accumulations are purchased through the mail. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax sealers, calendars, signs, rule books, and other miscellaneous items.

My long-standing reputation as the leading buyer of railroad material assures you of fairness and reliability.—Fred Arone, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522.

BOB GREENAWALT, 3643 Rosemead, Rosemead, Calif. 91770, wants old RR or mining stocks and bonds, Poor's and Moody's Manuals, pre-1920 Centennial dated brass "year" wheel.

MARTIN T. HAHN, 139 Richards Ave., Maple Shade, N.J. 08052, sells official PRR system wall maps in full color, size 20"x40", at $3 each. Also sells Official PRR and PRSL block sheets from old Atlantic Division towers from 1940's and 1950's. Send SSE for free list.

RAILROAD COLLECTIBLES. A new 1973 Junior Size Encyclopedia covering headlamps to playing cards. Entertaining and informative reading for all antique railroad collectors and model builders or money back. $2.95 postpaid. 48-hour service. Neil Utherg, Box 420, Edinburg, Texas 78539.

BUYING old timetables, books, passes, Off. Guides, etc., collections especially. Also selling timetables and railroadiana, reasonable prices; list free.—John Weston, Box 339, Wilmette, Ill. 60091.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, big oblong negs. Details free.

TIMETABLE COLLECTOR. Get the monthly magazine that fills your collecting needs. Write for free sample issue and information. Colorado Midland and Nickel Plate issues still available at $1 each.— Timetable Collector, 7850 S. Kenneth St., Chicago, Illinois 60652.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors or anything Florida. Buys rail, trolleyana in quantity. Sells selected items; fills want lists.

COLOR SLIDES: trams in 10 Scandinavian cities, Switzerland, Germany; steam in Germany, Denmark, England, Switzerland; Scandinavian steam museums. SSE for list.—DAKO Slides, Box 464, Nashua, N.H. 03060.

PASSENGER-CARRYING TRAINS, 3½" to 24" gages, steam, gas, all types, new, used, custom-built; photos, brochure $1.—Bill, "Trains" 130 County St., Seekonk, Mass. 02771.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 each, over 60 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoovers, 120B Fruit, Peru, Illinois 61354.

RAILROAD AND STEAMSHIP dining service silver and chinaware from New Haven, Southern, New England Steamship Co. and Fall River Line. Send large SSE for list.—Depot Attic, 350 Ashford, Dobbs Ferry, N.Y. 10522.

WESTERN HISTORIES, paperback and hardcover, $1 to $25, illustrated, many with chapters on railroading. Free list.—California Traveler, Box 71R, Volcano, Calif. 95689.

DIESEL and steam color slides; large assortment; sample and catalog 35¢.—Midwest Photo, Box 13801, St. Louis, Mo. 63147.

ORIGINAL Illinois Central R.R. steam negatives (616) for sale.—Gerald Carson, 11945 Gay Glen, Bridgeton, Mo. 63043.

PERSONAL stationery from Tom's Hobby Aids. Our complete printing, binding, and gold-stamping facilities are at your service. Get 100 letterheads and envelopes, Monarch size, printed two colors, decorated with attrartive antique railroadiana type, cuts, for $9.95. Three lines of type. Add $1 for shipping charges. We also hand-make albums, letter boxes, desk sets, especially for railfans. We do custom collection binding, too.—Tom's Hobby Aids, 8306 W. 26th, Lakewood, Colo. 80215.

NKP FANS: 1974 NKP Society calendar now availabie with many 8x10 photos of NKP and predecessors never before published. $2.25 each, postpaid.—NKPHTS, Box 9254, Ft. Wayne, Ind. 46809.

SELLING my large collection railroad books; no lists. Write me your specific wants for price quotation. Will buy and trade.—Bookman, Box 6454, Cleveland. Ohio 44101.

SEND STAMP for my new list of 300 full decks of railroad playing cards, also revised list of 156 different single cards at less than 20¢ each for album display.—Margaret Meyer, 67 Hall St., Akron, Ohio 44303.

DAVID LARSON, P.O. Box 42095, Portland, Ore. 97242, is selling previously uncirculated photos: steam, diesel, electric, traction, action, scenes, rolling stock; 50¢ for list.

CLOTH RAILROAD PATCHES, 3 for $1. Color postcards, railroad, trolley, 5¢ each. Newly-made traction pencils, ash trays, plaques, bargain books. Send 20¢ for lists or $1 for big complete catalog.—William Krueger, 2018 Leo St., Dayton, Ohio 45404.

CHICAGO & NORTH WESTERN material wanted: its historical publications, timetables, annual reports, psgr.-train consist records, train booklets, postcard views, maps, folders, rosters, passes, etc.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

WANTED: employes timetables of the Colorado Central; Denver, Leadville & Gunnison; Union Pacific; Denver & Gulf.—Library of the Colorado Railroad Museum, P.O. Box 641, Golden, Colo. 80401.

BRITISH RAIL MOVIES: 8mm, Sup-8, sound, silent, b/w, color. See live steam models in action, miniature railways, quaint narrow-gage relics, mainline steam and Flying Scotsman. Free catalog.—Hart, Box 452-R, Birmingham, Mich. 48012.

WANTED. Litchfield & Madison photos, rosters, historical, technical, or any other data, etc. —Dan Cheragott, 3960A Britanny Circle, Bridgeton, Mo. 63044.

SETH STEVENTON, Kennan, Wis. 53537—1000 traction photos from 50 lines; 28-page list 16¢ in stamps.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

WANTED: railroad tickets; will buy single tickets or collections: Must be in good condition; no ticket stubs.—John Martin, 1923 W. 11th St., Brooklyn, N.Y. 11223.

SP DAYLIGHT steam action in the 1950's. High quality color movies of this famous train. Over 30 different trackside scenes. 200' Super 8, $39.50; standard 8mm, $36; 360' 16 mm. $64.50. Satisfaction guaranteed.—Stan Kistler, Box 4068, Pasadena, Calif. 91106.

WANTED: Anything Chessie (C&O/B&O) and Penn Central (PRR-NYC): forms, timetables, tickets, etc. Also write for list #1 of railroadiana. —Snyder's Railroadiana, 65 Beechrock Dr., South Zanesville, Ohio 43701.

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STEAM PHOTOS for sale: Pere Marquette, NYC, Wabash, Soo Line, C&O, Central Vermont, GTW, B&O, TH&B, CNR, CPR, Ont. Northland. List 20¢. —Write C. A. Butcher, 8 Coyne St., St. Thomas, Ont., Canada N5R 4K8.

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Southern—Barnwell to Furman, S.C.
Lehigh Valley—Tunkhannock to Montrose, Pa.; portion of Naples branch, Geneva to Rushville, N.Y.
Little Miami Railroad and Penn Central—portion of Springfield secondary track, Yellow Springs to Emery Chapel, Ohio.
Penn Central—Bedford to Penna, Pa.; trackage rights abandonment over Western Maryland, Penna, Pa., to Cumberland, Md.; Ben Davis to Greencastle, Ind.; Newark to Sodus Point, N.Y.; portion of Clay City secondary track, Greenwood to Worthington, Ind.; portion of Boston-Bay View mainline, Carman to Hoffmans, N.Y.
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